



PACIFIC MOTOR BOAT

MAY—1951 35 Cents

In This Issue —

**Pacific Coast Sportfishing • A Champion Tells of Water Skiing • Plans
How-To-Build It — A 16-Foot Knockabout • Give Your Compass a Chance**

**Buy your outboard motor oil this
more convenient way**



SHELL
OUTBOARD MOTOR OIL IN THE

*Visual
Level Can*

CORRESPONDING HALF-PINT
MEASURES MARKED ON INSIDE

Takes the guesswork out of measuring

Half-pint measures are marked
inside with bold yellow lines that
you can see through the wide-
mouth top. Just pour to the mark.



Replaceable cap to keep unused oil clean

New screw-on cap seals out dirt
... prevents loss from spilling.



-and you can't buy a better oil for your outboard



SHELL OUTBOARD MOTOR GEAR LUBRICANT
right for the job—and handy

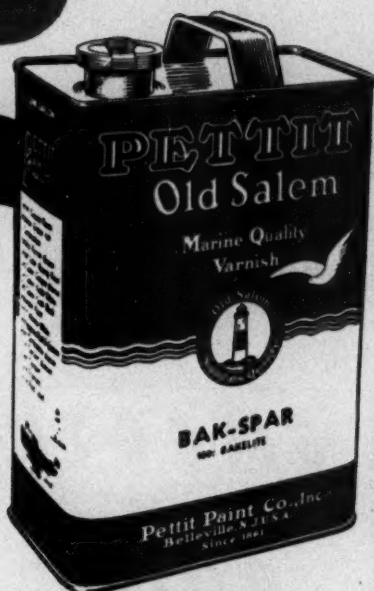
- water resistant • contains an additive to guard against scuffing and wear on gears
- contains another additive to guard against rust
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TWO

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McINNES ANTI-FOULING

Both these names, McInnes and Bak-Spar, are famous for quality and protection in the marine field . . .

McINNES is a green bottom paint with exceptionally high anti-fouling qualities.

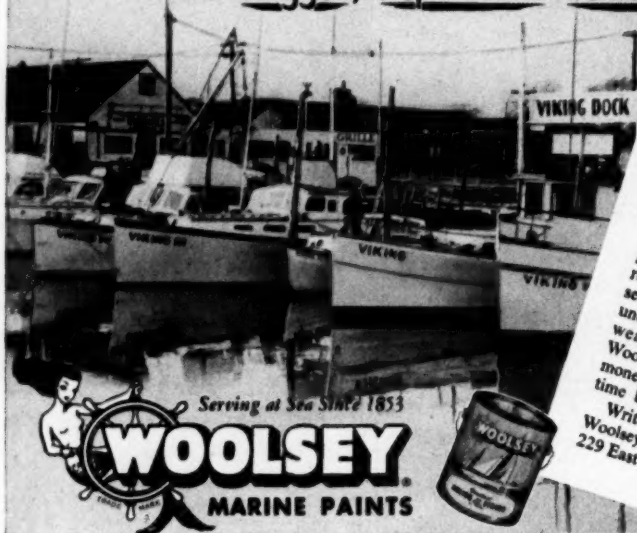
BAK-SPAR VARNISH, as a 100% Bakelite finish that quickly dries to a smooth glass-like finish.

Remember these two great names: McInnes and Bak-Spar.

PETTIT PAINT CO., Inc. BELLEVILLE, NEW JERSEY SINCE 1861

PACIFIC COAST DISTRIBUTORS: Nordby Supply Co., Seattle, Wash., and Ketchikan, Alaska; The Beebe Co., Portland and Astoria, Oregon; Carstens Marine Supplies, Spokane, Wash.; Gray's Motor Service, Inc., Salt Lake City, Utah; B. H. Heggen Co., Ltd., San Francisco and Los Angeles, Calif.; Adanac Marine Supply Co., Ltd., Vancouver, B.C.; Balboa Marine Hardware Co., Newport Beach, Calif.; Nuttall Styris Co., San Diego, Calif.; Outdoor Equipment Corp., Las Vegas, Nevada; Jack Bolson Marine, Denver, Colo.

Fishing Fleets use WOOLSEY PAINTS for Rugged, Dependable Performance



Serving at Sea Since 1853

WOOLSEY
MARINE PAINTS



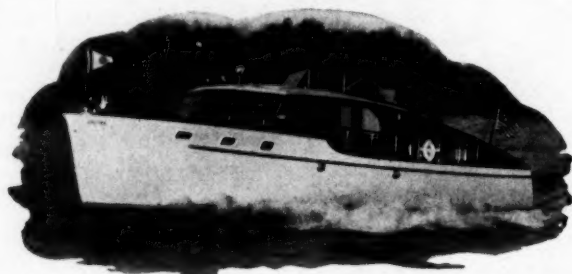
The Viking Fleet out of Freeport, L.I., N.Y.

Captain Carl Forsberg operates a fleet of seven fishing boats out of the seven Docks at Freeport, N. Y. All boats in the fleet are Woolsey painted—Vinyl Anti-fouling on their bottoms and Cawlux Marine Finishes on their topsides, decks, cabin tops and cockpit areas. Captain Forsberg has found that with Woolsey, his boats require repainting *not more than once a year* and their bottoms remain clean and free from fouling the year around.

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PROPELLER SHAFT

PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

MAY, 1951

Vol. 43

No. 5



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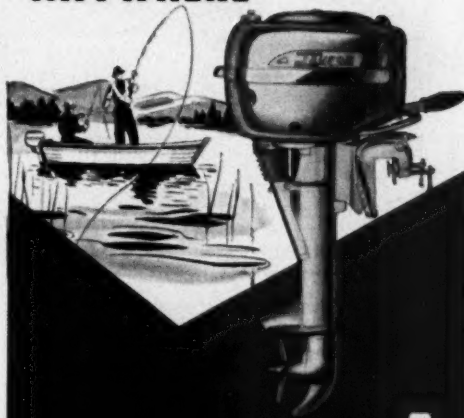
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THE COVER—Water Skiing

Sparkling March weather brought Don Ibsen of Seattle out to Portage Bay for a turn on the boards. Bill Bryant of Bryant's Marina drives the 16-foot Morris outboard, powered with one of the new 25-hp Evinrude Big Twins. See the story, starting on page 13 of this issue, by Wille Worthington McGuire, international women's champion.

—Ray Krantz photo.

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ANYWHERE



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BECAUSE IT'S
LIKE YOUR CAR!

Just like your car, Lauson has
motive design — simple controls — true shift —
provides smooth, sure power at slowest speeds!

**RUNS ON PURE GAS!
NO FANCY FORMULAS!**

Yes! The gas is in the fuel tank — the oil in
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Windsor, Canada



IT'S HERE!
WE HAVE IT!
YOU NEED IT!

Read the Facts - ACT NOW

CHILLED VARNISH?

The Answer Is "Yes"

By H. A. CALAHAN

Author of "Learning to Sail," "Sailing Technique," etc.

I talked to several thousand yachtsmen at the National Motor Boat Show. Their questions are fresh in my mind. Perhaps they are your questions, too. Here are the answers:

CAN YOUR VARNISH BE USED OVER ANY OTHER KIND OF VARNISH? The answer is "Yes." If the old varnish is in good enough condition to use any varnish over it, you can use mine. It is not necessary to wood down. It doesn't matter what the old varnish is made of, provided it is a genuine synthetic gum varnish.

CAN YOUR VARNISH BE EASILY REMOVED? The answer is "Yes." Use any ordinary paint remover and off it comes, just like any other varnish.

CAN I EXPECT IT TO LAST A FULL SEASON? The answer is "Yes." Its normal life expectancy is rather greater than that. I have a pile of letters from yachtsmen, who varnished part of their boats with my varnish and corresponding parts with other varnishes. In every case reported to me, my varnish outlasted the other varnish.

IS IT EASY TO APPLY? The answer is "Yes." Don't be afraid that chilling makes the varnish hard-working. Your brush works as if it had ball bearings. The first part of the drying is slow. The last part is fast.

DO YOU HAVE TO CHILL IT? In most conditions the answer is "Yes." This is a long-oil, naturally slow-drying varnish. Without chilling it takes too long to dry for boat-yard use. But a slow-drying varnish is a long-lasting varnish. You get quick-drying with my varnish by chilling it. When the cold varnish hits the warmer surface, it starts drying from the inside out. In good conditions it dries tack-free in forty-five minutes and completely hard in three hours. Without chilling, it may take forty-eight hours. Chilling is no trouble at all. Just stand the can in a bucket of ice-water just before and during use. Get the varnish just a little colder than the surface.

CAN I USE IT IN BAD CONDITIONS? The answer is "Yes." If the surface is dry and if it isn't actually raining or snowing or in a dense, precipitating fog, you can use it even though you would not dare use any other varnish. Try to approach outdoor conditions when you varnish indoors.

CAN I USE IT IN GOOD CONDITIONS? Yes. It may seem silly to have to mention it; but I have run across people who thought this varnish *had* to be used in cold, damp weather. The better the weather the quicker the drying.

• • •

I'll be glad to send my "Memo on Varnishing" for the asking. It has a lot of good dope I've picked up from the experts. Write my distributors, shown below.

CALAHAN'S MARINE SPAR VARNISH

Distributed in Pacific Northwest by

1500 Westlake No.
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Long, low and luxurious! This beautiful, new 50-ft. Catalina is a Double Cabin Flying Bridge Cruiser with gorgeous salon, 2 staterooms aft, dinette, galley, 2 toilets. Sleeps 10 in complete comfort. Twin or triple

engines, speeds to 25 m.p.h. Also available with teak Super Sun Deck. Other beautiful 1951 Cruisers in 25 thru 47-ft. lengths. See your friendly Chris-Craft Dealer today! Buy a new 1951 Chris-Craft NOW!



Happiness starts here . . .

Command a New 1951 Chris-Craft!



Holidays by Chris-Craft, 19 (above) and 23-ft. lengths, speeds to 37 m.p.h. New design, two-tone Philippine mahogany, continuous-flare sides. Also, 17, 18 and 22-ft. Sportsmen for 1951.



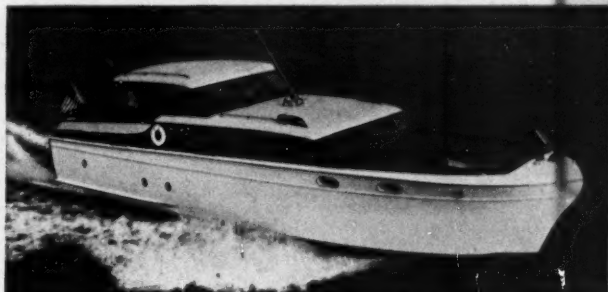
Big, beautiful 20-ft. Riviera Runabout, speeds to 40 m.p.h. Striking two-tone Philippine mahogany hull, seats for 6. Other Chris-Craft Rivas, 16 and 18 ft. Also, new 17 and 19-ft. Runabouts for 1951.



Chris-Craft 27-ft. Super Semi-Enclosed Cruiser for 1951. Toilet forward. Sleeps 2. Speeds to 32 m.p.h. Also, 29-ft. Semi; sleeps 4. Great buys! See a Chris-Craft Dealer today! Buy NOW!



Picture-window view from the spacious deckhouse of this roomy Chris-Craft 34-ft. Enclosed Cruiser. Galley, toilet compartment, stateroom forward. Sleeps 4. Single or twin engines, speeds to 24 m.p.h.



Beautiful, new Chris-Craft 42-ft. Challenger with staterooms fore and aft, dinette, galley, 3 toilets. Sleeps 8 comfortably. Twin engines, speeds to 24 m.p.h. Also, 1951 Express Cruisers, 22 thru 42 ft.



Magnificent 1951 Chris-Craft 54-ft. Motor Yacht. Luxurious extended cruising comfort for 5 couples. Twin or triple Chris-Craft or twin Diesel engines, speeds to 20 m.p.h. Also, beautiful new 62-ft. Motor Yacht.

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A hilarious sequel to TILL FISH DO US PART, continuing the story of life in the San Juan Islands where the author left off in the first book. She offers the same brand of good humor as published earlier in *Pacific Motor Boat*. Both books are available. \$3.00

SO YOU'RE GOING TO BUY A BOAT?—H. A. Calaban

This book will be helpful if you're planning to acquire a new boat, or an old one. \$3.75

INTRODUCTION TO SEAMANSHIP—Charles M. Hall

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Boat handling, sailing, racing, knots and splices, sea laws and navigation. \$1.00

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HANDLING—Charles F. Chapman

A practical treatise dealing with those branches of motor boating with which every yachtsman should be familiar. Used as a text by the U. S. Power Squadrons. Completely indexed. \$5.00

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Capt. Warwick M. Tompkins

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SPORT FISHING BOATS—S. Kip Farrington, Jr.

Buying, building, outfitting, and equipping the sport fishing boat. Data on fishing tackle and where and how to procure it. \$4.00

AMERICAN SEA SONGS AND CHANTEYS—Frank Shay

Words and music of 66 songs from the days of iron men and wooden ships. \$5.00

PACIFIC MOTOR BOAT HANDBOOK

This "Almanac of the Pilothouse" is an indispensable tool for all Western boatmen. Distance tables, rules of the road, pilothouse lore, navigation wrinkles, speed table, safety rules. Pacific Coast Harbor section, completely revised, show cruising areas, location of yacht harbors, yacht clubs, oil stations, "local knowledge." Complete Western yacht club list with boats and owners. Color section includes yacht club burgees, tug boat stacks, buoyage, lights at night. Trouble shooting guide for marine engines, specifications for all marine engines. Revised annually, May 31, mailed to all PMB subscribers. \$2.00

Do yourself a good turn by combining your order with a subscription to PACIFIC MOTOR BOAT (including the Pacific Motor Boat HANDBOOK), new, renewal, or extension, by adding \$2.50 to the price of the books shown above, and save 50c on your subscription. Books may be ordered separately. Cash or check with order, please.

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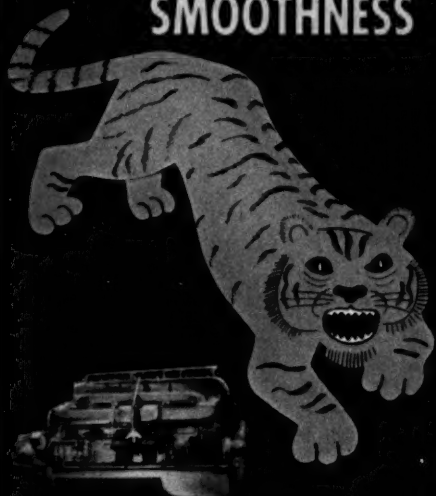
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WITH
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PRICES
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FOR TOP
QUALITY

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90*	95	3000	230	825.00
Mercury	100	3000	229	825.00
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150	185	3000	447	2,673.00
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4-60	60	3400	134	\$ 670.00
6-95*	95	3200	230	825.00
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6-145*	145	3200	339	1,457.00
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4-166 Coast Guard	50	3000	166	\$ 2,722.00
Life-Saver	79	2600	255	2,754.00
7000*	84	2600	298	3,051.00
9500*	220	2900	935	10,000.00

Hydraulic reverse gears optional—extra.
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GASOLINE • DIESEL

Fours • Sixes • V-Eights • V-Twelves
Twenty-five to Seven Hundred Horsepower

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When it comes to speedy take-offs and
ticky turns... plain or fancy maneuvering—
Paragon always runs off with the honors.

These remarkable transmissions—manual
or hydraulic—are alert to your every wish.
They give full power response the instant
you turn the wheel or give 'er the gun.

A Paragon Transmission, in truth, is packaged
power—ready and willing to deliver
years and years of fun-filled performance.
That's why you should make sure the boat or
motor you buy is equipped with Paragon Gears.

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CRUISE
the sheltered waters of British Columbia's famed inside passage. You'll find snug harbours, luxurious holiday resorts and simple comfortable berths for shore jaunts. There are thrills for the venturesome — smooth pleasure sailing for relaxation. Marine stations to service power craft and ship chandlers to provide gear replacements are conveniently located along the entire British Columbia coast.

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Next time you need batteries, remember that you pay no more for Willards. And their longer life and freedom from trouble makes *Willards* cost less per year to own!

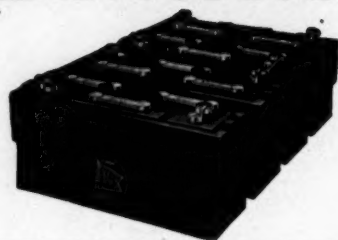
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USE OLYMPIC
FOR SPEED &

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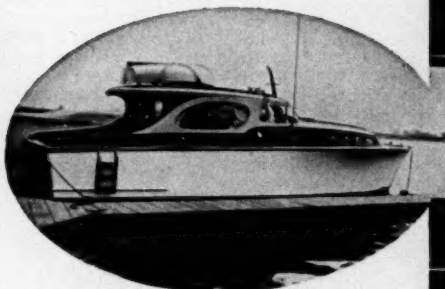
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Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

We also give complete reconditioning service.
Some Territory Still Open for Representatives.

Olympic Propeller Co., Inc.

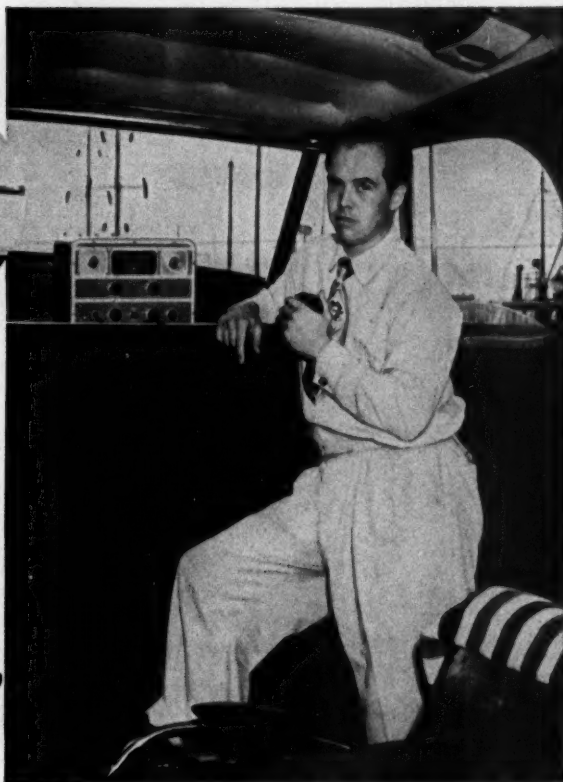
27th W. and Commodore Way GARfield 9040 Seattle, Wash.



"LITTLE HONEY," a Harco 40, fast luxury cruiser, built by Harbor Boat Building Co., Los Angeles Harbor, Calif.

"Performance exceeds our expectations"

BURTON BENWELL
Long Beach, California



BURTON BENWELL, owner of "Little Honey," member of the Santa Catalina Island Tuna Club, is enthusiastic about his Radiomarine Radiotelephone—Radio Broadcast Receiver, Model ET-8044.

"We are proud to have it in our cabin"

"Just recently your new radiotelephone was installed aboard our yacht, 'Little Honey,' and we are very happy to report that its performance exceeds our fondest expectations and greatly exceeded your claims. As a matter of fact, we are able to communicate 80 miles consistently.

"As an entertainment receiver on the standard broadcast band, we derive much pleasure from its excellent fidelity and simplicity of operation. The set itself is very handsome and we are proud to have it displayed so prominently in our cabin."

Boat owners from all parts of the nation praise the performance of the Radiomarine Radiotelephone and Standard Broadcast Radio, Model ET-8044. This dependable, easy-to-operate equipment is designed for mounting on table or bulkhead aboard small craft. It operates from the boat's 6- or 12-volt battery.

★ ★ ★

Radiomarine has Radiotelephones, Radio Direction Finders, Radar and Loran for every type of craft. Write for descriptive literature.

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Seattle, Wash.
Tel.: Main 7719

Radiomarine Corporation of America
427 North Anson Blvd.
Wilmington, Calif.
Tel.: Terminal 4-1381



RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA

May 1951

PACIFIC MOTOR BOAT

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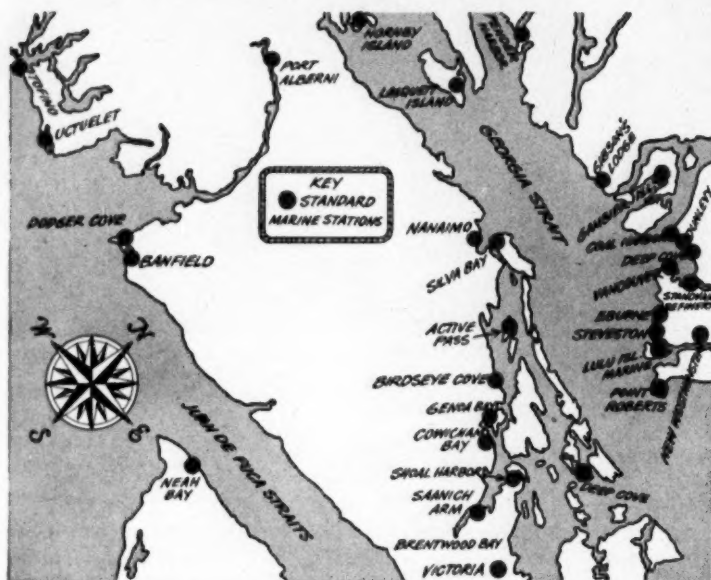


Straight Steers *by Skipper*

Cruise famous waters of the West with Standard Marine Products—Southern Vancouver Island

For a vacation packed with adventure, cruise the great Inland Passage between Canada and rugged Vancouver Island, where you'll see fiords as wild as Norway's own. And ready

to supply you with dependable products and services to make your trip in this area more pleasant are 33 Standard Marine Stations. (Red dots on map.)



It's fitting-out time again!

... And here's a reminder. Using only the best materials and supplies from stern to stern will pay big dividends in trouble-free cruising all season long. Standard Marine Fuels, Lubricants and Surfacing are the finest you can buy for the job. They're made to give economical performance... tough protection... and many hours of safe and steady cruising

under all conditions! You can get these outstanding products at any of the 273 Standard Marine Stations located conveniently from Mexico to the Aleutians.



Next month: Skipper's Map of Columbia River Mouth

**STANDARD
MARINE PRODUCTS**

STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DELO OILS RPM MOTOR OIL
RPM GREASES RPM OUTBOARD MOTOR OIL RPM OUTBOARD GEAR LUBRICANT

© M. S. CHEVRON—RPM—RPM DELO. REG. U.S. PAT. OFF.

Speaking of fitting-out, a first-class job was done on the zippy outboard pictured below. Last May, with young David Arnold at the wheel, she won the Outboard Marathon at Portland, finishing first in field as well as first in her class.



This outboard is kept fit with Standard Marine Products—was powered to victory by RPM Outboard Motor Oil and Chevron Gasoline.



Beware of scrapers. It's best never to use them, especially on hollow spars. Sanding will do most jobs satisfactorily and is much safer.

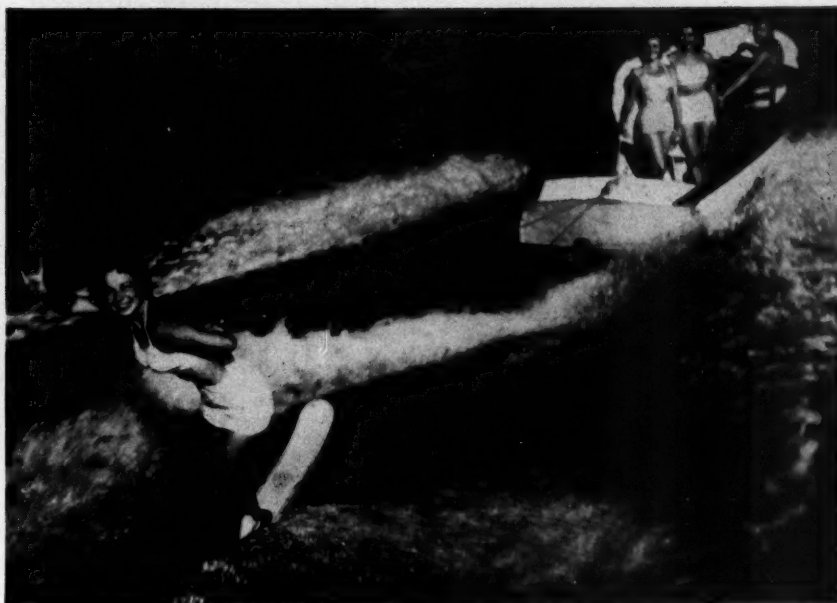
New fabrics last longer when treated with Standard Waterproofing Compound. It is ideal for new tarpaulins, canvas bags, shelter cloths, etc.

Better check your boat's compass again after fitting-out is completed. It may not be accurate if any metal has been shifted in the hull.



No more stuck rings in diesels with RPM DELO Heavy Duty Lubricating Oil. This tough lubricant also reduces sludge... lengthens time between overhauls... protects diesels and heavy-duty engines against corrosion.

A good boat is important to a water skier. The boat in the picture is a Correct Craft, which Mrs. McGuire is considering taking on her water ski show tour of the United States this summer.



HOW TO WATER SKI

An international champion gives a few simple rules for mastering this fascinating sport

BACK in 1928 Don Ibsen of Seattle, Washington, cut an aquaplane in half, put one foot in each half, and skidded over the water into a new sport which we now know as water skiing.

At about the same time and without knowledge of any other water skiers, a French snow skier came down from the snowy slopes and fashioned a pair of skis similar to those used on snow.

These skis were about eight inches wide and eight feet long and were towed with the rope from the front of the skis directly to the transom of the boat. They looked much like an aquaplane even to the rope the skier held on with, for it was fastened to the front of the ski instead of going from the skier's handle to the transom of the boat as is the case today. The water skiing of today is much more maneuverable in comparison to that of 22 years ago, because the skis are shorter and have better stabilizers.

On the Pacific Coast one can see all types of skiing from rugged ocean

by Willa Worthington McGuire

races to that done of placid inland lakes. Wherever it is done, though, you can bet a skier's main problem is getting a good boat and driver.

Since the skier can not shout loud enough to tell the boat driver what speed he wants or where he wants to be towed, the American Water Ski Association has found it neces-

sary to establish standard signals which are as follows: In gear, shout, "In gear." To take off, shout, "Hit it." Faster, motion upward with palm of hand. Slower, motion downward with palm of hand. Speed O.K., the O.K. signal making an O with the thumb and fore finger. Turns, vertical curving motion of hand in direction desired. Stop, hand and forefingers outstretched in policeman style. Back to dock, point with downward swing of arm. Using these signals will relieve much of the bewilderment of anyone driving for skiers.

You don't have to have as high-powered a speed boat to learn the sport of water skiing as some people might think. For instance, one of the best little water skiers in Oregon, Miss Diane Spencer, uses a 16-hp outboard on Lake Oswego. She has mastered the art of backward skiing behind the family outboard which is also used by her father, brother, and sister.

Equipment is of major importance here, as in all other sports. For the

Willa Worthington McGuire learned to water ski at Oswego, Oregon, under the tutelage of her father, Wally Worthington. Now, as holder of the women's water ski championships, she has probably won more consecutive tournaments than any one else in the world, and she is still undefeated. She won her first national championship at Holland, Michigan, in 1946, and a world's championship at Juan Les Pins, France, and the Canadian Open championship in 1949. In 1950 she successfully defended her national title during the Seattle Seafair, and again took the world's title later in the season at Florida.



Willa Werthington McGuire goes over the high jump backward—the only woman in the world to perform this trick, which she originated. Few men can do it.

tow line you should use a quarter or five-sixteenth inch manila or cotton rope with a single or double handle at one end, made of either rubber or wood. The regulation length of the rope is 75 feet for slalom and jumping, but for stunt riding or just playing around you can use any length desired.

As for skis, there are many different types ranging from three to seven feet in length. In choosing your skis take into consideration the weight of the person who will be using them. A person weighing up to 110 pounds should not use a ski longer than five and one half feet for easy control. The five and one half to six foot length is popular with adults weighing from 110 to 180 pounds. Heavier people should use a six and a half foot ski to carry them on the water properly. The width of the ski should be six to seven inches.

There are many different kinds of bindings, too. Some are adjustable from the rear with soft rubber heels. Others have rubber covered metal heels and adjust at the front, while still others use tennis shoes. Be sure to select comfortable bindings if you want to have fun on your skis. If you plan to learn backward skiing you will look for the type of binding or shoeplate you can reverse and fasten in a backward position on the skis.

The leading western water ski manufacturers are the Lake Union

Sales Co., Seattle 2, Washington, who manufacture the Ibsen skis; Velrob Manufacturing Company, Bellingham, Washington; and Feather Glide Ski Company, Lakeland Ski Shop, Elsinor, California. These skis vary from \$32 to \$50 a pair.

The three types of skiing used in national competition are jumping, slalom, and trick riding. In jumping the woman skier is towed over a five foot high 24 foot long inclined ramp known as a ski jump. The ramp for men jumpers is a foot

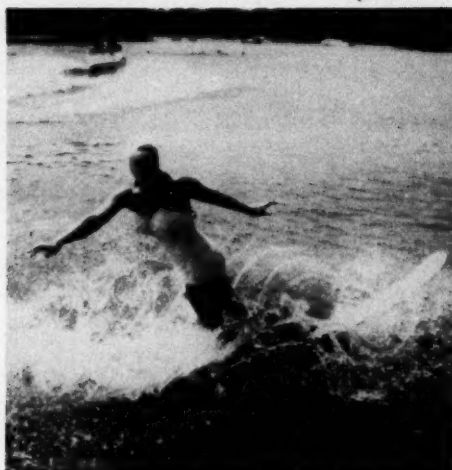
higher. It is floated by logs or drums and has a wooden surface of waterproof plywood or hardwood flooring. In order to make the surface of the jump slick enough for the skier to use it must be waxed or watered. I would suggest you try the jump at about 20 mph if it is your first try. After that you will have plenty of time to take it at the higher speeds used by the experts. Men's competition speed is 35 mph, and 28 mph is the required speed for women.

Slalom on water is similar to that on snow. There are 16 buoys that the skier cuts around in much the same fashion as a shoe string laces in a shoe while the boat speeds straight down the middle of the course. For this event a single ski is usually used. It has a fin on the bottom of the ski, and on top there are two bindings, one for each foot. The tow line has double handles, which when spread, take up the slack. There will only be slack if the skier cuts very sharp around the buoy.

Stunt riding gives the skier free rein to use his imagination and skill to the best of his ability. Just to mention a few tricks you might try some sunny day there is the three sixty which is a complete turn around from front to front on two skis. There is the backward swan in which the skier goes backward on one ski and puts his foot in the handle of the rope with arms outstretched in swan fashion. There is the frontward jump on one ski, and some try the backward jump in which you do a complete jump skiing backwards to the boat.



Water skiing is now being done with outboard motors as low as 10 hp on light boats. The photo shows Miss Diane Spencer of Oswego, Oregon, with her sister, Sharon, driving the boat.



The author's perfect form on water skis has kept her in championship ranks since 1946. At left, she glides away from the towing boat. At right she performs a graceful backward swan.

You can start a youngster skiing as soon as he is able to swim about 50 feet. If he falls the skis will hold him up if he is too far from shore to swim in and take another start. The easier way to start a child is to dram him through the water at an idle until he gets the idea. Then speed up, pulling him out on top of the water, being careful not to go too fast. A slow speed tends to stabilize the skis more and will also give a child more confidence.

As for the older generation I happen to know of a man 60 years old who won the men's trick riding championship in Florida against some of the best young competition in the nation. He is Doug Fonda of Stamford, Conn., and his main stunt was a backward jump on two skis. At that time he was the only man who could do this trick.

No doubt some of you will want to try double or group skiing. For this type of skiing you will definitely need a boat with a lot of power. This end of the sport is fun and easy, too. There is usually some young Hercules in the crowd who can show his strength by carrying his girl on his shoulders while riding the skis. This trick seems to be one of the most popular ones used.

The usual procedure is for the girl to ski alongside the boy. She then kicks off her skis one at a time and steps onto the boy's skis. Then the boy simply stoops down and picks the girl up on his shoulders.

This stunt offers more laughs than a circus because while trying to maintain her balance the topside

rider is liable to pull the boy's hair, put her hands in his eyes, and even choke him.

If there are three skiers you might try a pyramid. To do this three skiers take off with the lightest one in the middle. She has a longer rope

than the others which enables her to climb up and stand on the other's shoulders.

So whether there are one or twenty of you be sure to take a turn at America's fastest growing sport and you won't be sorry.

SPRING FEVER

By DAN PRATT

NOW verdant spring is at our door,
We hear the boat yards humming,
And know that in a few weeks more
Good cruising days are coming.

From glad expressions on his face
We know that every skipper
Is thinking of a cruise or race
Which makes him feel right chipper.

His songs are loud, sometimes profane,
He trembles with emotion
To think he'll soon be back again
Upon his cherished ocean.

So while he's listening to the sounds
Of far off islands calling
He lends zest to his hammer's pounds
While he is overhauling.

Then new equipment he'll put in,
Most anything in reason
That makes her ready to begin
A good, long cruising season.

For who is there who would not give
His craft an overgoing
When soon he'll be where mermaids live
And summer winds are blowing?



Ready to gaff. This woman has played her salmon right up to the stern of the boat as the first mate stands by to gaff it.

Catch that Fish, Joe!

Modern sportfishing boats operated by Tradewinds Trollers makes deep sea fishing easy off the Oregon Coast

"WOW! I've hooked bottom," yells Joe Finnitny, trolling for bottom fish off Depoe Bay.

"Then you're reeling the bottom of the Pacific right up to the boat," answers Freddie Robison, skipper of the 40-foot sportfishing cruiser, *Tradewinds Sportfisher*. "You've hooked a big one. Keep reeling."

Joe reels and pumps and reels and pumps and pauses for breath and reels some more and some more.

"Ain't that critter ever gonna show?" he gasps.

"Reel," orders Mate Ernie Gu-
chee, peering over the stern. "Big Ling cod. I can see him about ten feet down. He's not hooked. Just hanging on to the tail of a sea bass. You hooked the bass. The Ling came along and tried to swallow him. Keep him coming."

Joe grinds away and the muscles on his reeling arm look ready to pop through the skin and the sweat pours from his face and he inches that line in.

"Hold it," yells Ernie, and in one swift smooth motion he rams the

gaff home and with both arms hauls over the stern four feet of writhing Ling cod, still clenching the hooked bass in its mouth.

"Yowie!" pants Joe. "First time I ever caught two fish on the same hook. That cod must weigh a million pounds. Looka the mouth on him. Big as a bucket."

"Go about 50 pounds," predicts Freddie. "Big all right, but I've seen 'em high as eighty-seven pounds."

"I've got my money's worth," says Joe. "Let's head for port and show off our catch. Wait'll the missus sees that baby. She'll be right out here with me tomorrow."

Aye, Mrs. Finnitny will be out deep sea fishing with her husband next day and so will little Junior and his sister Emily and the whole doggone family, for the fleet of sportfishing cruisers that operates at the Oregon coast ports of Depoe Bay and Newport is geared to handle the young and the old; the novice as well as the experienced angler.

Originator of the luxurious type of offshore sportfishing operated

from these two ports is Tradewinds Trollers. Let's have a look at their operation.

Stanley Allyn originated the concern in 1938 with his 28-foot converted Columbia River gillnetter, *Tradewinds*, which he rigged for the Oregon coast's first rod & reel deep sea fishing.

In 1946, following four years Coast Guard duty, Allyn formed a partnership with two of his skippers, Victor Dietz and Richard Wisner. They operated four vessels.

In 1949 the Tradewinds fleet had grown to nine sportfishing cruisers, and that year they started a two-vessel deep sea fishing operation at Newport, 12 miles south of Depoe Bay.

In 1950, Depoe Bay was closed to navigation for a U. S. Engineers' deepening project, and the entire nine-vessel fleet operated successfully at Newport.

Depoe Bay was re-opened in April, and the concern plans to operate a total of 12 vessels at the two ports.

The Tradewinds cruisers are all

new, twin-screw, flying-bridge vessels ranging from the 26-foot, 30-knot Chris-Craft, *Tradewinds Trouncer*, to the 46-foot, Portland-built flagship, *Tradewinds Kingfisher*.

The vessels are equipped with the latest in sportfishing equipment, including harpoon pulpits for harpooning sharks and smaller mammals, crows nests at the mast-head for spotting schools of fish, and fighting chairs aft for the anglers.

All have radiotelephones, inside lounges, berths, galleys—complete accommodations.

What about the fishing? Ah, that's the best of it, for the waters along the Pacific Coast boast the world's finest. The fish are all troll-caught with spoons and plugs.

Those bottom fish mentioned earlier are taken all year round along the submerged reefs a mile offshore. Some four-hour trips last year brought in over 200 fish per boat.

But the best is yet to come—the gamest of them all—the Chinook and Silver salmon. They usually show up along this part of the coast around the end of May and remain until about mid-November.

Salmon are a school fish, and during the time the schools are migrating up and down the coast many a vessel heads for port flying the "limit catch" flag. Salmon is the only offshore fish upon which the state imposes a limit—two fish per person.

And then there's that streamlined parcel of speed and power—the Albacore tuna. He shows up in the warm blue waters of the Japanese current, which flows southward at

an average distance of 50 miles off the Oregon coast, about mid-July and remains until mid-September.

Like salmon, the Albacore travels in schools, and the lucky angler who gets into a live school stands to land from two to 20 of them as fast as he can reel them in—if his reeling arm can stand the gaff.

Tradewinds Trollers have two standard-length salmon and bottom fish trips—a two-hour trip at \$3.50 per person and a four-hour trip at \$6.00. Rates include tax, tackle,—everything, AND hot coffee in the galley at all times. Charter rates for the entire boat start at \$50.00 per day.

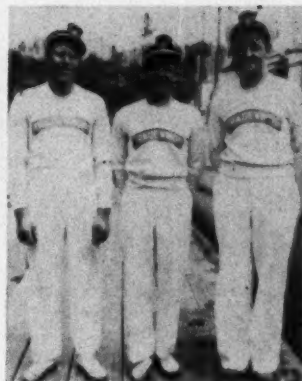
Tuna trips require 15 hours, the vessels departing at 3:00 a.m. and returning about 6:00 p.m. Open-trip rate is \$15.00 per person. The entire vessel charters for \$150.00.

How does a typical salmon trip go? Well it's 4:00 a.m. on a July day, and here's the Joe Finnity family back at Depoe Bay for a trip. We'll follow them and see how things work.

They've bought their tickets from Don Parker in the office and amid the roar of 16 marine engines warming up, they descend the stairs and board the cruiser to which they've been assigned, *Tradewinds Fleetfisher*; Vic Dietz, skipper; Ed Tompkins, mate.

"How come the crews are all in a huddle on the end of the dock?" Joe asks another passenger.

"Bettin' two bucks each on whose boat'll get the biggest catch this trip," the man answers. "They bet every morning."



Tradewinds Trollers trio: from left, Rich Wisner, Stan Allyn, Vic Dietz.

The betting finished, the crews climb aboard, and one by one the cruisers cast off and head seaward from the ten-acre area of this cliff-bound world's smallest harbor through the 30-foot-wide rocky-gorge channel that winds a hundred yards to the Pacific ocean.

Seaborn, the vessels rise and fall to the Pacific swell, fanning out in all directions in search of the screaming, diving bird-school that spells minnow schools on the surface and salmon feeding on them beneath.

"*Seafisher's* found salmon," Vic announces suddenly. "Just hoisted the red flag. That means salmon in the boat. That's him about two miles south off Otter Crest."

Just then the two-way radio comes alive. WB 8865 *Tradewinds Seafisher* to WB 3917 *Tradewinds Fleetfisher*. "Do you read me?" calls skipper Rich Wisner.

"*Fleetfisher* back to *Seafisher*," answers Vic. "Read you five by five. Catching 'em by the hundred?" "*Seafisher* back. Big flock of birds down here. Lots of feed. Two silvers aboard. Another just struck, come on down. Gotla get back on deck. *Seafisher* clear."

Vic signs off and foams south toward *Seafisher* along with all other vessels of the fleet, for all have heard the transmission.

One by one they reach the birds, slow to two-knot trolling speed, circle the birds. Bedlam follows.

Circle. Circle. Strike.

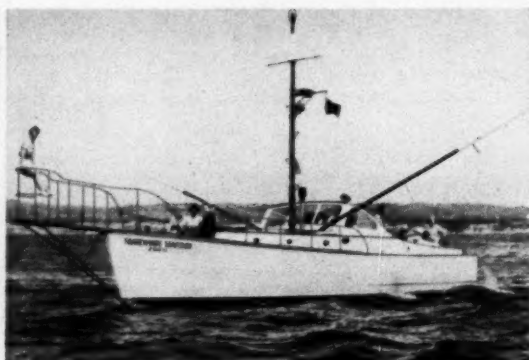
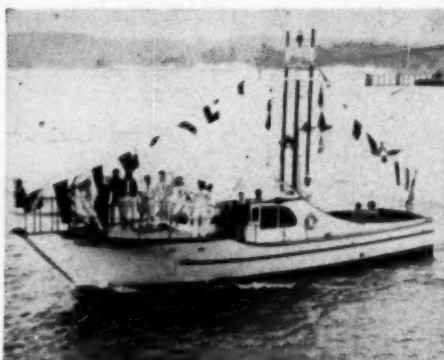
"I've got one, I've got one!" yells a passenger.

"Tighten the drag. Don't let him get any slack."

Reel, reel, reel. Gaff. Whango.



Here is part of the sport and commercial fishing fleet at Depoe Bay, Oregon. The highway bridge that spans the entrance to the bay is in the foreground.



Two of the fleet of Tradewinds trailers. At left is the Tradewinds Kingfisher in holiday dress during the Newport crab festival. At right is the Tradewinds Seafisher off Newport. Flag indicates at least one salmon has been caught.

One in the box. "Two-block the salmon flag."

Circle, circle. Strike. Circle some more. "Cripes them birds make a racket."

"Never mind. They led us to the fish didn't they. Stay with 'em."

"Hate to leave a good school like this," says Vic, finally, "but we've got to. Our four hours are almost up."

"O. K., skipper. Golly, seems more like four minutes than four hours."

Gear in and secured, Vic points

the bow toward Depoe Bay and notches up Fleetfisher's twin engines for the friendly race to port with the other vessels.

Mate Eddie passes mugs of roaring hot coffee to all hands. Then he yards the morning's catch out of the fish box. Lays them out in a neat row on the cockpit deck. Three Chinooks and nine Silvers, bright and shiny as only a sea-run salmon can be.

"Boy," sighs Joe, "am I glad I heeded that Tradewinds slogan: QUIT FISHIN' GO FISHIN'."

"Slow-Mo-Shun IV" Will Defend Gold Cup During Seafair

BIG event this year during the Seattle Seafair will be the Gold Cup race. Preliminary plans of the Seafair committee handling this event are well under way and a full week's schedule of boating events are drawn up.

The preliminary trial heats for the big Gold Cup class will start on July 29 and will last for three days. The big race itself will be held August 4 when Stanley Sayres *Slo-Mo-Shun IV* defends the cup against the nation's fastest boats.

The Gold Cup committee plan to place at least 50 buoys and anchors in Lake Washington, where the trials and races will be held. Two competition courses and a mile straightaway course will be laid out. The mile trial course will be east of Mercer Island.

It is thought that the Lake Washington Yacht Basin will be used as a permanent base for the unlimited hydroplanes, as an 8-ton lift and two portable cranes can take care of the big boats. In addition, portable cranes may be stationed near the course to keep casualties from sinking. Small boat pits may be located at the Mt. Baker boat house.

On August 5 the professional outboards will run on Green Lake. August 11 all classes of Utility outboards will be raced there.

Another race for unlimiteds is scheduled for August 12 for a special trophy. It is expected that the *Pacific Motor Boat Trophy* will be raced for by the limited hydroplane classes during the same day.

Opening Days for Oregon Clubs Will Start Busy Yachting Year

OREGON and Columbia river boating groups have planned a busy summer season for this year. The Portland area yacht clubs will open their season with a joint cruiser parade and sailing races on the Columbia river April 28, all under the auspices of the Columbia River Yachting association.

Under the plan, Portland Yacht Club cruisers will parade single file upstream from their moorage past a CRYA official reviewing ships anchored off the Portland airport to the Columbia River Yacht Club and return. Meanwhile, the Columbia River and Rose City Yacht Club fleets will parade downstream past the official ship to Portland Yacht Club and then turn back upstream.

Chairman of the planning committee was Frank A. Koehler, president of the CRYA during the last year. The commodores of the three clubs cooperated with him and appointed representatives to participate in the plans.

Portland Yacht Club planned eight regular season sailing events and three more for the club's annual regatta in July, as well as five cruises during the season.

Oregon Outboard association's racing schedule included nine events, while five cruises were proposed during the summer. Outboard cruises were planned to Bonneville, Lake Merwin, Salem, the Portland marathon, and Camas, Wash.

Eugene Yacht Club announced its opening for May 6, followed by seven sailing meets and six cruises on Fern Ridge reservoir. The club's regatta June 2 and 3 was expected to include Flattie and Lightning championship regattas for Oregon.

Southwestern Oregon Powerboat association, at Coos Bay, newly formed, announced eight week-end racing programs and four cruises during the season, beginning April 1. While most of the events will be held in Coos Bay, cruises will go to other waters, Umpqua river and Coos river. *Lawrence Barber.*

Give Your Compass A Chance

IT IS the sole hope of the writer that this article will tend to increase the utility and performance of the magnetic compass, the satisfaction of the owner, and, of course, the safety of the boat. This article will confine itself to the consideration of these simple and practical plans and procedures which will result in these goals. The reader who will keep in mind, as he goes along, the picture of his own boat, will gain the most, because the generalities which follow will recommend to him specific action.

Selecting the Compass

The selection of a compass for the boat is naturally of prime importance. Compasses vary so greatly in cost, performance, size and looks that selection would appear to be difficult. The following you should ask yourself and answer as honestly as possible:

1. How good a compass do I need?

Perhaps the best way to try to answer this question is to define your need. A small boat, built for daytime use only and confined to the limits of a harbor, probably needs no compass at all. Small racing sailboats will, of course, make good use of a small dory compass. In general, all boats of any larger size can be fitted into either one or two categories: non-cruising boats and cruising boats. Into this first category are all kinds of craft which are not built for or intended for or ever used for cruising. Such boats operate in large harbors, or small bays, or rivers, or always keep within a couple of miles or so of a snug harbor or of their moorings. These boats certainly require a compass of some sort to guide them back to port in foggy weather or at night. The chances of an engine failure or a drop in the wind or a strong head wind or head tide are always threatening. In such circumstances a reliable compass will help you get back safe and sound; anything less will only confuse and frighten you and possibly wreck you.

In the category of cruising boats are all those which are ever used for cruising, whether or not intended for cruising, and of course all those which are a means of livelihood for the owner. These boats take risks far above those of the non-cruising variety. They may be away from their moorings a day, a week, or

by Robert E. White
Wilfred O. White & Sons, Inc.

even a month. Their trips are made with the foreknowledge that no matter what the weather brings, the boats will have to take it. There will not be a snug harbor half an hour away. Land may be out of sight in the fog or darkness or even below the horizon. If these boats have to head for safety, they must know precisely where they are going. There can be no chances taken with equipment now. The full safety of the boat and its crew will depend on that compass and how good it is. One needs only to recall the



The compass should be installed 23° down from the horizontal vision of the skipper.

all too frequent reports of boats wrecked and lives lost to realize that chances have been taken with equipment.

A compass is nothing but insurance. Your selection should depend precisely on the risks you take: no risk, no compass; medium risk, medium compass; big risks, best possible compass.

2. How big a compass do I need?

A rule which finds general acceptance everywhere is as follows: 25 to 35 feet, a 5-inch compass; 35 to 50 feet, 6-inch; 50 to 75 feet, 7-inch; over 75 feet, 8-inch. The size of a compass is determined by the inside diameter of the compass bowl. This rule is especially for boats of a cruising variety and the selections are judged to be adequate in almost every case. There are some exceptions. On a very fast boat, the next size smaller compass will generally give better performance. A boat making an unusually long or risky

cruise should probably have the next bigger size compass.

3. What type of compass should I have?

On non-cruising boats this does not actually matter very much. Suffice it to say that so long as it is made by a reliable manufacturer and in good operating condition, legible, and steady, it will do the trick; remember, on a non-cruising boat, its job is by definition a limited one. A conventional flat top compass of 4 or 5-inch size, or one of the popular small spherical compasses will be a good choice. For cruising boats, whether commercial or pleasure, most compass manufacturers now offer the spherical type of compass whose advantages are first: extra steadiness due to the spherical shape of the inner bowl together with the small size of the card in relation to the size of the bowl, and second, the improved legibility of the card, due to the magnification caused by the spherical shape of the liquid. Probably the best thing to do is to check with friends who own the various types and be guided accordingly in your own choice.

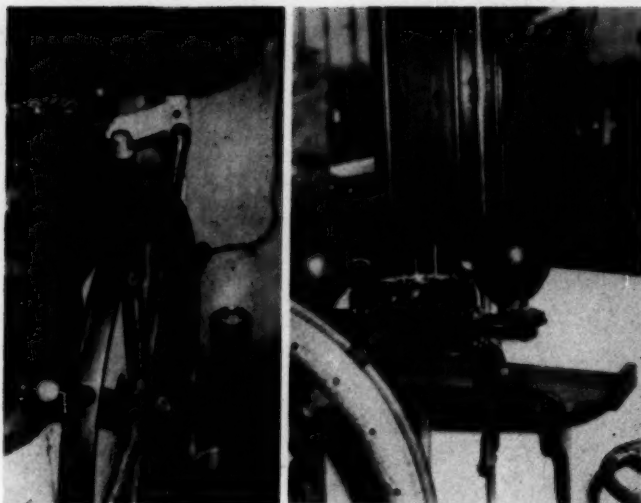
4. What type of compass card should I select?

This depends on three things: Your own nautical background, your eyesight, and the number of other people who may have to steer by your compass. The card which is increasing most in popularity is graduated only every 5° (called the 5° card); it has the virtue of never causing any eyestrain and is extremely simple and clear. See all the available varieties and your selection will be easy.

A word or two about the costs of compasses these days. The average increase in cost over a period of the last 25 years has been less than 30%! Considering the many improvements in compass design that have been made, this is really astonishing. The compass manufacturers of the country invite you to compare this record with any other you can think of.

Compass Location

It is frequently true that the location of the compass is fully as important as the selection of the compass. Whether planning compass space in a new boat or improving it on an old one there are many things to be considered.



The elevation of the compass (left) as mounted on the *Lady Olga* permits Menard Farstad to take bearings by sighting directly over the compass center pin. The steering wheel and clutch control are both made of brass. The photo at right shows how a large winch close forward of the compass on *Einar Teiner's* *Commando* made necessary the installation of a pair of five-inch iron quadrantal globes. The changing position of the drum and anchor cable usually combine to make compass deviations unreliable within a few months after each compass adjustment.

1. Give the compass "breathing" room. Keep it as far away as possible from magnetic materials whose positions are fixed, such as exhaust stacks, mufflers, Charlie Nobles, stoves, engines, plumbing, etc. The average Alaskan troller is a perfect example of a boat on which every one of these things is a magnetic danger to the compass. Magnetic materials should be kept at least three or four feet from the compass better yet six feet. Keeping to this rule will mean smaller deviations and much less frequent compass adjustments.

2. Eliminate entirely from the area around the compass any magnetic materials which are not fixed in position, such as buckets, chairs, anchors, anchor chain, ash trays, pots and pans, fire extinguishers, waste baskets, davits, outboard motors, tools, gas cans, paint cans, etc. These objects, or others like them, have wrecked more than one poor boat—don't let it happen to you! Throw them overboard or in a locker somewhere, but don't allow them near the compass! You can test any suspected item by bringing it close to the compass and moving it slowly around the compass. If the compass card starts to move at all as you do this, the item is worthy of your suspicion and should be kept its distance.

The writer recalls his chagrin in

connection with a small naval vessel on which he had just completed what appeared to be a first rate compass adjustment. The adjusting magnets had all been secured and the deviation cards made out and the vessel theoretically was ready to start for the South Pacific. But, as he was about to leave the pilot-house, he glanced once more at that big gray wastebasket under the compass shelf. It looked like first grade heavy duty cardboard, but on being more carefully checked it turned out to be nice magnetic steel! There was no time for another compass adjustment. The wastebasket had to be bolted to the deck. It was still there a year later when the writer came aboard again in New Guinea! They hadn't been able to use it for a year, but they hadn't dared to move it either!

3. Keep all wiring away from the compass. The wires to your instrument panel, windshield wipers, horn, searchlight, etc. when they energized, create disturbing magnetic fields and frequently variable ones. To be sure, these electro magnetic fields can be cut down considerably by twisting together the lead and the return wire. But keep a healthy distrust of all wires in the compass vicinity and check each circuit separately to ascertain the effect, if any, on the compass. If you get some effect, change the location of the

wiring. The symmetry of your instrument panel after all, is of small importance compared to the safety of your boat and its crew.

4. Put the compass where you can see it best when you need it. If your steering wheel is on the center line, put the compass on it too. This will tend to place the compass so that the iron around it is symmetrical which in turn will simplify the work of compass adjustment. If your wheel is off center, the compass will probably have to be off center too, but at least try to follow Rule 1.

5. Put the compass up fairly high. The very best position is at an angle of about 25° down from horizontal. There are several reasons for this. First, you will find yourself able to watch the compass and the water ahead simultaneously—for much better courses and increased look-out ability. Secondly, you will certainly be able to take better bearings from the compass—and good bearings always mean better piloting and sometimes better fishing. Thirdly, this usually gets the compass a few more inches away from all the things which affect it. Lastly, you will never again have a stiff neck from the awkwardness of looking up and down and up and down, trying to watch the horizon and steer a steady course, etc.

6. Place the compass where it will have both support and protection. A flimsy shelf will vibrate badly and not only tend to blunt the pivot but also create under certain conditions most erratic performance. Compass cards have been known to jump up and down, wiggle, tilt crazily to one side, and spin like a top—just because of inadequate support for the compass. It should hardly need to be said that a compass is a comparatively delicate instrument and should be placed so as to avoid shocks or accidents from either equipment or crew.

Mounting the Compass

With a compass having an external gimbal ring, it is of prime importance to have that gimbal ring supported so that the outside trunnions are fore and aft. (Trunnions are the screws or V-shaped extensions that hold the compass in the gimbal ring and that hold the gimbal ring in the box, or bracket, or binnacle. Reference is made to the latter, the *outer* trunnions.) The reason for this is that a gimbal ring is only working at full efficiency when it is horizontal. Since the principal and more violent motion

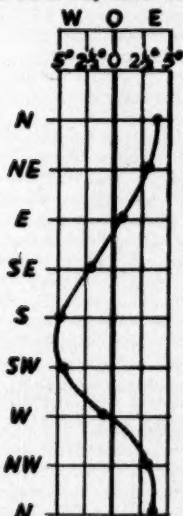
of a boat is rolling, the gimbal ring must be mounted in its box, etc., so that under rolling conditions it remains horizontal. The only way to do this is to have the outer trunnions fore and aft. Fully 90% of the compass installations the writer observed on a recent West Coast and Alaskan trip had the gimbal ring mounted the wrong way. Result? Even though the compass might have given good performance mounted in the proper way, mounted this way it didn't have a chance and nearly every owner was complaining of poor performance.

Compasses with internal gimbal rings have the rings so positioned that they can only be mounted in the proper way, thus assuring good performance.

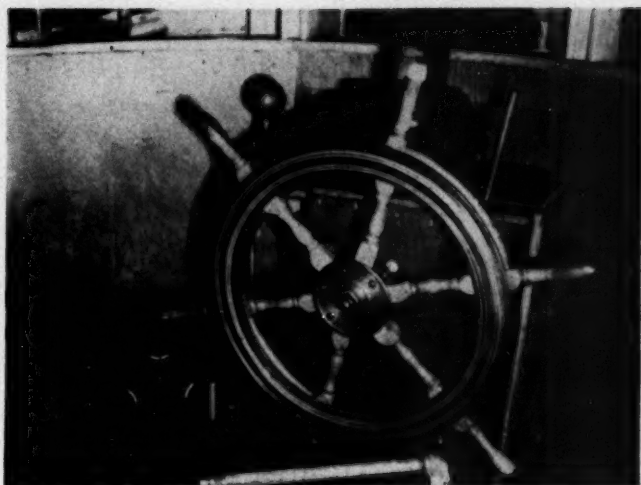
There are, of course, a multitude of different ways to mount a compass; there are several ways to mount the right compass for your boat; one of these will best suit your budget and your taste. You will find all sorts of accessories available too; some you may actually need, such as quadrantal globes—your compass adjuster is the best judge of this; some you may want, such as a built-in-corrector system or polaroid light control, etc.

Keeping a Check on Your Compass

When you are satisfied that you have the right compass and that it is properly installed, there remains only the need for correcting whatever errors it may have. These er-



Deviations are plotted on a graph.



Well-arranged magnetic circle aboard *We Three* owned by Mike Wojcik of San Francisco. Compass is at a good height and instrument panel well out of the way yet quite visible.

rors are caused by iron and steel, etc., still too close to it. The more careful you have been in selecting its position, the less these errors will be, not only now, but also in the future.

If a compass is nothing but insurance, a compass adjuster is nothing but a kind insurance agent. Go to a recognized and competent man. His fee will be small indeed compared to your subsequent peace of mind. Your automatic pilot also requires the same careful attention. The average boat should have the service of a compass adjuster at the start of each new season.

Later on, when some new gear has been put aboard, such as a new engine, or tanks, or steering wheel, etc., or when some welding has been done, or when there is any question in your mind about the continued accuracy of your compass, there are several tests you can make personally to show whether your compass is still in adjustment. Before making any of these tests, see to it that all gear is in its proper place; otherwise your tests will be meaningless.

1. In familiar waters, run courses between fixed points, checking the plotted course against the course you have to steer. Make this test at slack water, checking on each of the eight major points of the compass, recording any observed differences. If your compass reads less than it should, its error is easterly for that heading; and whenever you wish to steer a mag-

netic course on that heading, you will have to steer less by compass. Example: You run a course which by the chart should be 275°; your compass reads 270° (or 5° less); you have 5° of Easterly deviation. Next time you wish to make good magnetic course of 275°, you will have to steer 270° by compass. With Westerly deviations, apply the error in the other direction.

2. In strange surroundings, but with a distinctive object a few miles away, put the boat on each of the eight major points and wherever possible, take a compass bearing of the object. If the bearing is always the same, your compass is in good adjustment, the only error possible being misalignment of the lubbers line. If the bearings differed, add them up and average them, using the average bearing as the correct one. The chances are excellent that it will be written 1° or so, which is plenty close enough. Then for each heading get the difference between the average and the actual bearing observed. If the actual bearing was less, the deviation is Easterly, etc.

If you have a flat top compass, use a thin piece of stiff flat cardboard, holding it on its edge so that it cuts through the center of the compass. Sight along it, reading the compass card, etc. Spherical compasses regularly have a center pin or pivot which can be used for good bearings without additional equipment.

3. Out of sight of land, with the

Continued on page 42



Madge Ellen, a new type bait boat, is shown here leaving Tacoma harbor in search of herring schools. Her top speed is 30 knots.—Harry R. Soersig photo.

Fast Express Bait Boat Will Deliver Herring to Puget Sound Fishermen

FRESH BAIT for Puget Sound fishermen in quest of the mighty King salmon will be supplied this year by the speediest and most unique bait boat ever to operate in this area.

The *Madge Ellen*, working from Tacoma, has a Columbia River gill-netter type hull, and with her twin engines has a top speed of 30 knots. She has an easy cruising speed of 20 knots. With a capacity pay load of 500 dozen live herring in each of her two bait tanks, she can still maintain a speed of 12 knots.

The purpose of all the speed is to enable E. J. Zukowski, her owner, to deliver the bait alive to almost any place in Puget Sound where there is a demand. Zukowski, who designed her, describes the boat as the answer to a bait fisherman's dream. Once caught and placed in tanks, herring are fragile, short-lived creatures, and the utmost speed is necessary to deliver them safely to the boat houses who supply the fishermen with live bait.

Zukowski has supplied the Point Defiance Park boathouse with herring for 20 years and has previously worked with slow equipment—a scow towed by a work boat.

"After two years of hull testing, I found that Matt Tolonen of Columbia Boat Building Company, Astoria, Oregon, built the best suitable hull for the job," Zukowski explained. "I asked for speed, heavy construction, seaworthiness, fast maneuvering plus speed while carrying a full load. Matt's hull had all these requirements even beyond my dreams.

"Matt's square-sterned standard

Columbia River hull works to perfection. I believe that this is the first bait seiner of this type built, and also the first Columbia River gillnet hull with twin screw. The *Madge Ellen* is equipped with two Chrysler Royal Specials, 165-hp each, turning 16 by 9 inch props at 3600 rpm. The engines have Morse controls.

"The boat is equipped with two bait tanks, one astern and one forward of the engine room. Each tank holds approximately 160 cubic feet of water. When this water is pumped into the bait tanks, the hull settles down, so that the level of the water in the bait tanks is on the same level as the sea.

"The engines then act as ballast, keeping the boat very stable in rough water which it wouldn't be otherwise with water at different levels," he said.

Each tank has a sea cock valve on the bottom, which, when opened, allows the hull to rise automatically, releasing 90 per cent of the water. This is due to perfect settings of the watertight bulkheads, giving the hull the right amount of lifting power. This also makes the hull virtually unsinkable, Zukowski stated. The overflow of water from the bait tanks passes through the pipes and out the stern of the boat. Four hundred gallons of water per minute are pumped into the bait tanks.

Most bait fishing is done at night, giving Zukowski the daylight hours to deliver the bait. His brother, Edwin Zukowski, is the alternate master of the vessel.

Public Small Boat Forum Stresses Need For New Harbors

ONE of the first public small boat harbor forums, was held in connection with the San Francisco Boat Show last month, under the auspices of the California Marine Parks & Harbors Association. Chairman, Charles A. Winslow, state president, California Marine Parks & Harbors Association, outlined the success of that group in arousing public interest in more small boat harbors and the effectiveness of group action.

He cited instances where coordination of the Army Engineers, Coast Guard, State Chamber of Commerce and others, had borne results. He also drew attention to the cooperation of the National Parks Service in the Angel Island project.

Col. Kenneth M. Moore, District Engineer, U. S. Corps of Engineers, reported that statistics and data are being collected on projects for harbors along the Coast. A Presidential order has curtailed activities on the civilian side since last August.

Col. Fred M. Fogle, chief of transportation, San Francisco Disaster Council & Corps, explained with the aid of a large map his organization's plan to cope with an atomic bomb explosion in the center of San Francisco's business and financial center.

In the event of such a disaster, said Col. Fogle, there would be a need to evacuate people by water who would be cut off along the city's waterfront. To do this all available boats would be needed. He asked the Association to set up a strong committee to work with him to establish an evacuation organization among boat owners.

There was considerable discussion calling attention to growing present day needs for more berths and harbors. One example is the need for more and better berths at San Francisco and an adjacent harbor of refuge along the Coast, outside the Bay for party fishing boats.

An interesting point brought out by the discussions was that there are at present about 115 organized party boat owners operating out of San Francisco Bay, whose gross income last year was over \$1,150,000.

Delta Yacht Club

New officers of the Delta Yacht Club, Stockton, Calif., recently installed are commodore, Jerry Lee; vice-commodore, Jim Mortensen; rear commodore, Dr. Jim Porter; secy.-treas., Dr. Lyn Blackmun.

Striped Bass Fishing All Year Around!

Both private and party fishing boats seek Mr. Striper in San Francisco Bay and the San Joaquin-Sacramento Delta Area.

JUST like the majority of the population of northern California that region's top ranking sports fish, the striped bass is not a native son!

No sir, Mr. Striper was introduced from the East Coast, where they are found from the Gulf of St. Lawrence to Florida. The initial introduction took place in 1879, shortly after the transcontinental railway was completed, when 132 small bass were brought by rail from New Jersey and released near Martinez.

Later on further introductions were made, and by 1889, 10 years after the first lot of fish had been released, bass were being sold in San Francisco fish markets, and in another 10 years the commercial catch was averaging over a million pounds a year, and Mr. Striper has continued to be abundant ever since.

All commercial fishing for striped bass was stopped by law in 1935 and only sports anglers may fish for them now. It is estimated that more than a million fish are boated by some 100,000 anglers yearly.

Where do you find this fighting fish who weighs up to 50 pounds and gets to be almost old enough to vote? Well, mostly in San Francisco Bay and the San Joaquin-Sacramento River delta region, and also along the ocean shore adjacent to the Bay. It seems that all of the rather special requirements of the striped bass are fulfilled by the geography of the Bay and its tributaries. The lowland sections of the Sacramento and San Joaquin Rivers and their tributaries provide the extensive spawning grounds necessary to maintain a large bass population. Also these areas make fine nurseries for little stripers.

The brackish waters of Suisun Bay and the Napa River provide additional nursery grounds. Finally the salt water areas of San Pablo and San Francisco Bay and the adjacent Coast provide rich feeding grounds over which the larger fish can forage for the large amounts of food necessary to their rapid growth.

Coos Bay, in Oregon, appears to be the only other place on the Pacific Coast that supports a large striped bass population.

Okay, that sets the scene. Now how to catch Mr. Striper. Almost any rod and reel heavier than a light bait casting outfit is suitable for striped bass fishing, says A. J. Calhoun, district fisheries biologist, California Division of Fish & Game. Calhoun is such an expert on the subject that he is said to know the middle name of most of the stripers in the Bay.

Naturally, as any big fish angler knows, the lighter the tackle, the greater the sport. Under certain conditions a fairly heavy rod is desirable, as in party boat fishing, to prevent undue fouling of lines, and in certain types of deep water fishing involving the use of heavy sinkers.

Many fishermen use a sliding sinker and a long leader. This enables the bass to carry the bait for some time without detecting the weight of the sinker.

Now if you're a beginner at the striped bass fishing game, Calhoun recommends that you should consult one of the bait and tackle stores in the striped bass area for information about the type of leaders and hooks used by successful striped bass anglers. It should always be remembered that for successful bait fishing it is necessary to keep the hooks on or close to the

bottom. Strong tidal currents are usually present on striped bass fishing grounds, and it is therefore particularly important to have along a large and varied assortment of sinkers, so that the amount of weight in use can be adjusted readily at frequent intervals to match the continually changing strength of the currents.

Most striped bass fishing is done with bait, and the universal bait seems to be sardine, fresh, frozen, or preserved, placed on the hook in either a chunk or a fillet. However, at certain seasons of the year, and especially during the summer, a considerable amount of trolling is carried on. Many types of plugs, jigs, and spoons are used in trolling, frequently in double combinations. Trolling methods are specialized, and Calhoun advises that before attempting this method of fishing, the novice should observe it in operation.

Large numbers of power boat operators in the San Francisco Bay area now make a business of taking anglers out for a day or a half day of striped bass fishing for a reasonable fee.

Each angler brings his own fishing tackle and bait. A trip on such a boat provides an excellent opportunity for inexperienced anglers to



Fishing for striped bass on Steamboat Slough. This is a favorite fishing spot in the delta of the Sacramento River between Rio Vista and Sacramento.

learn how to become successful striped fishermen.

Another point to be taken into consideration is that the average catch per angler on such boats is usually higher than in other types of fishing because of the experience of the operator in locating schools of bass, and knowing how to fish them best at a particular time or place.

Some anglers prefer to fish from rowboats because they provide greater privacy and more freedom in selecting fishing spots than party boats.

And of course it must be remembered that most San Francisco Bay region yachtsmen are also ardent anglers—using their power cruisers to fish salmon out of the Golden Gate, and striped bass in the Bay and its tributaries.

To get back to rowboats, though. These smaller boats are particularly well suited to the more sheltered fishing grounds such as the Napa River, the upper Carquinez Straits, and the sloughs and the flooded islands of the Delta.

Generally speaking, states Calhoun, it is not advisable to attempt to fish for striped bass from a rowboat unless it is equipped with an outboard motor, because of the strong tidal currents present on most of the fishing grounds. Rowing is usually impractical as well as being hard work.

Local conditions should be investigated in this connection, as they are variable. Some resorts rent outboard motors as well as rowboats, and a few make a practice of towing boats out to the fishing grounds during the height of the fishing season.

Angling for striped bass goes on at one place or another in the San Francisco Bay Area at all times of the year. It reaches its peak during the autumn bait fishing season, which normally extends from about mid-August until about the end of October. It centers in San Pablo Bay, the Carquinez Straits, Suisun Bay, and the Napa River, and works up into the Delta during the late autumn. Fishing is usually good over a wide area during this period.

In late autumn the bass move up into fresh water in large numbers and they are followed by the fishermen. Little fishing is done west of Port Chicago after the end of November, except in the Napa River. The quality of fishing declines during the winter months. Striped bass do not feed very actively when the



Harold Faulk with a 42-pound striped bass he caught in San Francisco Bay.

water is cold, according to Calhoun, and large fish may be abundant in an area during the winter even when fishing is very poor. This was shown conclusively by results of netting operations, carried on by the Division of Fish & Game to obtain bass for tagging purposes. However, good catches are made upon

occasion during the winter, and such fish as are caught are usually fairly large ones.

As the water warms up during March, April, and May, fishing in the sloughs and rivers of the Delta reaches a climax. Rio Vista stages a striped bass derby as do other communities. The main Sacramento and San Joaquin Rivers as well as the various sloughs on the Delta are favored fishing areas at this season. Good fishing may occur as far upstream as Marysville on the Feather River. As the females become "ripe" and prepare to spawn they take the hook less readily, and as a result males frequently outnumber females four to one in catches made during the spawning season.

After the end of May, says Calhoun, there are few bass of any size in the freshwater areas of the Delta, and the fishing activity drops back into the bays again. During the summer months there is a great deal of trolling, but it is usually carried on only during the late afternoon. The procedure followed by many fishermen at this time of year is to fish with bait until mid-afternoon, and then begin to troll in San Pablo Bay or in the Carquinez Straits. Results of trolling are highly variable from day to day, and fishing in general is not as dependable during the summer as during the autumn.

Bait fishing is ordinarily only moderately good during the summer, and the striped bass which are caught are usually small ones. Trolling on the other hand, may be exceedingly good from time to time, and medium-sized and large fish are taken in some numbers.

Trolling is discontinued in August as soon as bait fishing improves to the point where good catches can be made with some regularity.

Beatrice Cook Is Author of "More Fish To Fry"

Beatrice Cook, already well known by *Pacific Motor Boat* readers through her stories of salmon fishing and more recently through reading her "Till Fish Us Do Part," has written a sequel to the latter in "More Fish To Fry."

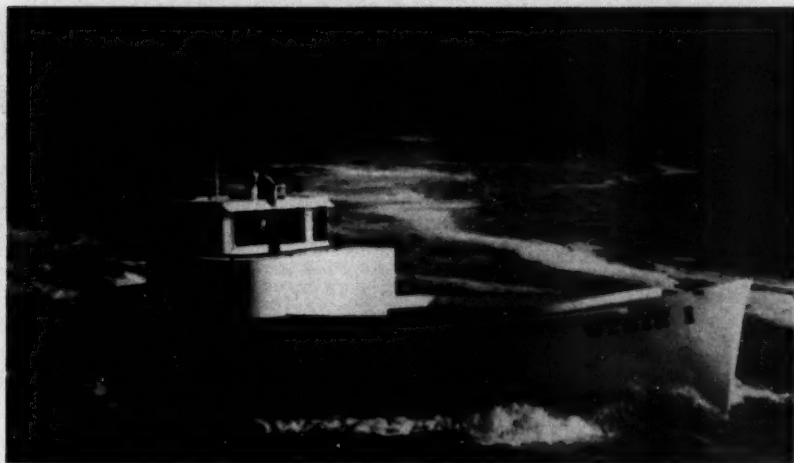
Hearty, homey and thoroughly delightful, "More Fish To Fry" continues the saga of Bea Cook, her husband and two sons in sharing the pleasures, excitements and trials of a full outdoor life in the beautiful San Juan Islands of the Pacific Northwest.

"More Fish To Fry" was published by William Morrow and Company, Inc., New York. (\$3.00).

Coming Events On the Pacific Coast

May 3—Ensenada Race, Newport Ocean Sailing Association.
May 5—Opening Day, Seattle Y. C.
May 5-6—Opening Day, Bremerton Party, Queen City Y. C.
May 5-6—Penguin Brewer series, Balboa Y. C.
May 12—W. R. Hearst all clubs regatta, power cruiser race, S. F. Examiner.
May 12-13—Small boat invitational Los Angeles Y. C.
May 13—Jesup Handicap, San Diego Y.C.
May 18-20—PC National Series, San Diego Y.C.
May 19—Power Yacht predicted log race, Los Angeles & Newport Harbor Y. C.
May 19—Tune-up and Shake-down cruise, Bellingham Y. C.
May 19—Tugboat race, Seattle harbor, Seattle Marine Historical Association.
May 19-20—San Rafael cruise, Aelonian Y. C.
May 19-20—Invitational Small Boat Regatta, Mission Bay Y. C.
May 19-20—Small boat regatta, Mission Bay Y. C.
May 20—Lake Mead Marathon Race.
May 20—Portland Marathon, Oregon Outboard Club.
May 26—Buckner Ocean Race, Corinthian Y. C.
May 26—Craig race, Long Beach Y. C.
May 26-27—Antioch to Stockton race, Stockton Y. C.
May 26-27—Coronado opening.
May 26-30—Memorial Regatta, Alamitos Bay Y. C.
April 29—Regatta, Fresno Motor Boat Association.
May 10—Memorial Day Cruise to Wollochett Bay, Olympia Y. C.
May 30—Marathon Race, Newberg Boat Club.
May 30—Memorial Day cruise, Rainier Y. C.
May 31—Swiftsure Lightship Race, P.I.Y.A.

Fast, maneuverable, and seaworthy, the *Genie I* is an all-steel welded gillnetter built by Weldit Tank & Steel Company from H. C. Hanson designs.



On Bristol Bay-- Power Boats Replace Sailing Gillnetters

SAILING gillnetters on Bristol Bay will soon be no more. The passing of this most primitive type of fishing boat in the Western commercial fisheries has followed a Fish & Wildlife Service ruling permitting power boats not exceeding 32 feet in length to operate during the 1951 season.

In the past it is estimated that the sailing fleet numbered as many as 1200 boats, with approximately 600 boats in operation last year. The Bristol Bay area supports one of the

richest fisheries in the world, where the bulk of the nation's red salmon is canned during a fishing season of only a few days allowed on its shallow waters.

Although the ruling favoring power boats is more than a year old, there was little construction planned until early last winter when it was apparent that the ruling would not be changed. A rush of building of gillnet boats developed and by the start of the fishing season more than 60 new power boats suitable for use

in Bristol Bay will have been completed. In the last several years some sailing gillnetters were built with provision for quick conversion to power, and a number of sail boats are being powered.

Biggest builder of the new fleet of boats destined for Bristol Bay is Bryant's Marine, Seattle, who expect to complete 20 new 32-footers for various Alaskan fishing interests by June 1. They are building from designs of Ed Monk and Lorne Garden, Seattle naval architects. The boats have 10 feet beams, will draw about two feet, and will have tunnel sterns.

Bryant's are installing 95-hp Chris-Craft gas engines in all of these boats. They will have Albina power take-offs and operate power rollers on the stern.

Five more stern pickers are nearing completion at the Fletcher Bay Boat Works, operated by Ed Hefty on Bainbridge Island, Washington. The boats are 31½ feet L. O. A., 9½ feet beam, and 20 inches draft. The pilot model was powered with a 130-hp Nordberg gas engine. They will sleep a crew of two in the house forward and will pack 2600 to 2800 fish. The original design by the builder has attracted much interest.

H. C. Hanson, Seattle naval architect, who has developed many interesting new types of boats for the western industry, has designed and supervised the construction of a 32-foot steel gillnetter. This model was



The *Mercury* is one of four 32-foot, William Garden-designed, tunnel stern boats built by Commercial Marine Construction Company, Seattle, for Jack Diamond. Beam is 11 feet, draft only 18 inches. Power is a Chrysler Crown with G. Walter Machine fresh water cooling. A PAR-phone 88 is carried. Capacity is 2500 salmon in an open hold amidships, while the aft seine platform will hold 150 fathoms of net. Diamond will fish his boats in the Chignik, Alaska, area.

built by the Weldit Tank & Steel Company of Bellingham to the account of C. A. Folsom and Bert Foster, partners in the firm.

Hanson's gillnetter has 10 feet beam and 2 feet draft with a semi-tunnel of a type that Hanson has developed. The boat is patterned after the Columbia River bow picker with some modifications. There is a watertight compartment in the bow for carrying water ballast when running light and as a buoyancy compartment when carrying fish. The steel-lined, watertight fishhold forward has three inches of insulation.

The house is all steel with plate glass windows, and has ample room for two berths and a galley. Power is a Chrysler Crown with 2.56-to-1 reduction.

Another bow picker has been built to Ed Monk & Lorne Garden designs by the Grandy Boat Company of Seattle. Dimensions are 32 feet L. O. A., 9 feet beam, 30 inches draft. Power is a 140-hp Chrysler, swinging a 20 by 16 Olympic propeller through 2-1 reduction. Steering stations are located inside the house, in the stern cockpit, and at the bow. She sleeps two, has an oil stove, head, galley sink, and table. Named the *Jubilee* of Juneau, she was built for Harry Richards, an Alaska fisherman.

Another 32-foot bow picker is being built by J. H. Almos of Poulsbo for Joe Johnson from the same designs.

William Garden, Seattle naval architect, has done much work for the gillnetter fleet and Alaskan fishing interests this past few months. Approximately 30 boats from his designs of sizes suitable for Bristol Bay use will be finished in



This powered gillnet boat was specifically designed for Bristol Bay salmon fishing by Ed Hefly of the Fletcher Bay Boat Works. The craft is 31½ feet in length; 9½ feet beam; and has a draft of 20 inches.

time for the present season. These include boats from 26 to 32 feet in length, and are under construction at Grandy Boat Works, Commercial Marine Construction Company, Monson Boat Company, Wheeler Shipyards, Pacific American Fisheries, Bryants Marina, Wrang Shipyards, Moss Brothers, and Kurtz.

For exclusive use in Bristol Bay, Garden believes that a simply-constructed 28-foot double ender will best suit the needs of the fisheries, and a plan of this model will be found in the design section of this issue.

In Tacoma there are currently 10 stern pickers under construction at the Puget Sound Boat Company from designs by James J. Petrich. Basic dimensions are 30 feet L. O. A., 9 feet 10 inches beam, and 22 inches draft with a semi-tunnel. They are being built for the account of John Breskovich, Nick Jasprika, and Joe Vilicich and will fish from a 185-foot mother ship being converted in San Pedro.

Carrying capacity of these boats is expected to be large for their size. A cabin forward provides simple accommodations for two men.

Power will be 90-hp Nordberg gasoline engines.

Among the Bristol Bay boats being converted to power are seven being finished by the Johnson Manufacturing Company of Seattle for the account of John Breskovich, Capt. John Joncich, Bill Beck, and others associated in the operation of the mother ship, *Pacific Queen*. These gillnetters, cut in half and rebuilt, are being powered with 70-hp Lathrop engines.

A conversion is being completed by the Sagstad Shipyard for the Red Salmon Packing Corporation for Bristol Bay use. This former sail boat will be powered by a 16-hp straight drive, two cylinder Lister-Blackstone diesel.

A pilot model of a gillnetter is being developed at Sagstads, also. This will be a side picker, with the power rolls on the side and the house forward. This will be a transom type with a tunnel stern, 30 feet L. O. A., 30 inches draft. Power will be a 95-hp Nordberg.

By June 1 it is expected that the boats now under construction will be ready to fish. From the experience gained during this summer's fishing on Bristol Bay it is expected that the thinking of fishermen will be crystallized on the necessary features of design, construction, and equipment for this new type of work boat now under development.



This 32-foot bow picker steers from bow, is powerful and handy. Designers were Ed Monk & Lorne Garden and builder was the Grandy Boat Company.

Northwest Marine Industries Schedule Outboard Opening Day

A new type of opening day is planned for the small boat owner in Seattle by the Northwest Marine Industries. Outboard opening day will be held on April 29 on Seattle's Green Lake.

Ned Brainard, chairman of the outboard committee, has announced that every type and make of outboard motor and outboard boat will be exhibited. Demonstrations and rides will be offered.

More Classes and Trophies Will be Awarded For the 1951 International Cruiser Race

POSSIBILITY of six or seven classes in the International Cruiser Race from Vancouver, B.C., to Seattle this year is being considered by the International Power Boat Association. If this is adopted, there may be as many as 18 or more place winners.

The final decision on this will be made by a subcommittee, who will put the finishing touches on the wording of Section 14, "Classes," of the otherwise completed rules for the 1951 classic.

Section 14 of the 1951 rules will establish an express cruiser class of 11 knots and over, to be known as Class A. Slower boats will make up additional classes 1, 2, 3, 4, etc., with each class having a minimum of 25 boats. This revision will provide for a large number of classes if approximately 200 or more boats enter and complete the race.

Another important addition has been made to the 1951 rules, specifying Sea Scout vessels as invitational participants, exempt from entry fees, who will receive not only participation plaques but special Sea Scout trophies for placement winners.

Because the International Cruiser Race begins in Vancouver this year, British Columbia power boat men are taking a keen interest in the July 28-29 event. At the Royal Vancouver Yacht Club staff captain Bob Day in his express cruiser *Gremlin* will lead a fleet of 12 to 15 boats to the starting line.

Added interest will be furnished by the entry of three of the club's big diesel-powered yachts—Harold Jones with the 136-foot *La Beverie*, Clarke Gibson's 122-foot *Norsal*, and Tom Ayres in the 110-foot *Senerieta*. At least three other 100-foot yachts are expected to enter from the Canadian side, which will help liven the competition and make it a colorful affair throughout the 130 nautical miles of the race course.

Burrard Yacht Club men expect to have 15 to 18 contenders ready. Dr. Leslie Marshall, whose *Jaro* has captured three firsts, one second place, and one third in class honors in eight starts, has been conducting navigation classes through the winter. Thirty-six students from both clubs recently passed their examinations. Royal Victoria and Nanaimo Yacht Clubs are grooming some eight to 10 contenders.

With the assistance of the execu-

tives of the Seattle Seafair, officers of the Queen City Yacht Club and International Power Boat Association, timely contact has been made with the U.S. Customs and Immigration authorities who indicate that entries of all vessels at the completion of the race will be handled in an orderly and expedient manner.

Frank Walters, president of the I.P.B.A., has announced that the delegates of the I.P.B.A. will meet May 5, a few hours before the Opening Day ceremonies sponsored by the Seattle Yacht Club on Lake Washington during the afternoon. At that time the 1951 rules will be made available for distribution to member clubs.

Opening Day May 5 Will Start Yachting Season in Northwest

OPENING Day in Seattle on May 5 will officially start the 1951 yachting season among the Puget Sound Clubs. This year again the Seattle Yacht Club will sponsor the colorful event which draws hundreds of boats from all major clubs in northwest Washington.

The first big event in the northwest will be the annual Swiftsure Lightship Race, which will begin and end at Victoria this year. The event will be held May 31 through June 2, the Pacific International Yachting Association has announced.

The association regatta, the feature event of the year will be held June 30 to July 4 at Cadboro Bay. The regatta will start at Bedwell Bay on Pender Island, where boats from Vancouver, Victoria, Nanaimo, Tacoma, Seattle, and Bellingham will rendezvous on June 30.

On July 1 they will start their first race down through Haro Strait to Cadboro Bay. Both large and small boat classes will have a three-race series to be sailed in the morning of July 2, 3, and 5.

July 4 is reserved for feature races, including a small boat inter-club race sailed in Lightnings. Picked crews from each club's larger boats will sail for the City of Vancouver Trophy in three PCCs and two California 32s.

Fourteen Entrants Now Registered for Transpacific Race

THAT great biannual yachting event, the Los Angeles to Honolulu yacht race, now has fourteen signed entrants for the 1951 start, July 4.

The latest to sign up are Fred Allen's *Fair Weather* from San Diego Yacht Club, a sixty-three foot yawl that is a veteran of several races; and Rear Admiral B. W. Decker's *Golden Bird*, a yawl built in Yokosuka, Japan, as a sister ship to Bob Crytser's *Electra*. The *Golden Bird* will probably be sailed under the flag of Yokosuka Yacht Club, while her sister ship expects to sail under the Los Angeles Yacht Club flag.

One of the most interesting possibilities at present concerns the inquiry of the fifty-foot Catamaran that is under construction for trips from Honolulu to Tahiti. The boat will be finished about May 1, and at present it is planned to have craft sailed down at the same time as the race, whether or not it can be accepted as an official entry. Although there would be a great deal of interest in the performance of this design, it is considered very unlikely that it could be brought within the restrictions of the race.

The Transpacific Yacht Club has just received word that the yachts will moor this year at Honolulu Harbor in a special section of Pier 2. The loss of several yachts and fishing boats in the past year in Kewalo Channel is one reason for the new moorings, and it is intended, at present, to install temporary bow moorings laid out by the Coast Guard to enable yachts to secure "Tahiti style" with their bows out and sterns to the pier, permitting easy access as was done in the last two races at Kewalo Basin.

The fourteen entries, excluding those already mentioned, include Richard S. Rheems' 97-foot schooner, *Morning Star*; Dick Dole's *Typee* from Honolulu; The Privateers' *Gracie S* from Seattle, a 90-foot pilot schooner; Sandy McCormick's yawl *Sea Witch*, San Francisco; Mrs. Carl B. Brunson's cutter *L'Apache*; Steve Newmark's *Eventide*; Ira Prentice Fulmor's *Staghound*; Porter Sinclair's *Flying Scotchman*; Pat Watson's cutter, *Teton*; and the Transpacific Yacht Club's flagship, *Skylark*, owned by Commodore Donald Ayres.

QUESTIONS AND ANSWERS

Wartime Controls and the Marine Industry

THIS spring the expanding needs of the defense industries under a war economy is forcing vital changes in the marine industry. A rising tide of restrictions are being issued by the National Production Authority, an agency set up under the U. S. Department of Commerce by the president under the Defense Production Act of 1950.

Pleasure and work boat owners, boat builders, marine equipment manufacturers, and dealers are at times bewildered as increasingly stringent regulations break up the normal pattern of business.

The questions most often asked, and for which in some instances there are no clear-cut answers, are:

"Can I build a pleasure boat?"

"Can I build a work boat?"

"Can I buy needed supplies and equipment and make necessary repairs?"

The confusion that confounds the answers to these questions is but a reflection of the confused atmosphere of a country neither actually at peace nor officially at war.

Now for the first question: "Can I build a pleasure boat?"

The answer is, naturally, yes and no. Under NPA controls restrictions are placed on construction of yacht basins, marine railways, and other similar projects relating to pleasure boats. No order by March 30, however, forbids pleasure boat construction.

Thus, pleasure boats can still be built if materials can be obtained. Some of the nation's largest builders of yachts have enough materials on hand to take care of normal business for part of the current season. For custom builders, lumber and plywood are still available. Engines can be purchased, and much accessory equipment can readily be bought through normal channels.

Certain bottlenecks are developing. One is copper and brass, another is aluminum, and another is chrome trim and fittings. If the builder can get these items or has them on hand, the boat can be built with certain limitation. The joker here is that the supplier who furnishes the copper tubing, for example, can not replace this item because he can not obtain a priority rating for replacement of his stock.

This is also true of other materials containing copper and brass. Specific non-functional uses of copper, brass, and other metal items are prohibited in pleasure boats.

In this connection it should be pointed out that iron and steel can still be used in the manufacture of ships and boats (non-military, non-commercial).

Aside from the difficulty of obtaining equipment made of bronze, brass, aluminum, chrome, and any other restricted materials because of lack of priority rating, there are no prohibitions on the repair and maintenance of pleasure craft. Boats can be hauled, replanked, repainted, and repaired. The problem of replacing a broken propeller or a bronze shaft may be a ticklish one. Copper tubing will soon be a black market item to the yachtsman.

A rumor current in the industry is that pleasure boats enrolled in the U. S. Coast Guard Auxiliary can extend a priority rating for repair, maintenance, and operating supplies. This rumor is fostered by the belief that the Coast Guard will not allow these boats, needed for vital auxiliary functions, to remain long idled because of unavailability of a vitally-needed part. As of this date the Coast Guard has received no word of this ruling nor has the Seattle Regional Office of the National Production Authority. To clarify the situation, the Northwest Marine Industries, Inc., has asked for an interpretation from Washington, D.C.

Now for the next question: "Can I build a work boat?"

The answer is "Yes." There are dozens of work boats being built or scheduled for building soon in Western yards. But builders and owners will come into conflict with material situations and quota regulations which will cause certain difficulties and confusion, especially since at present no priority ratings exist for new work boat construction.

No one can believe that it is the intent of the government to restrict construction of work boats. The intention of the entire system of regulations is to cut down on non-essential use of vital materials.

The fact that work boat construction

has not yet been recognized is because the government has been slow in lifting the marine industry from the deep freeze that many basic industries have found themselves. It is the current practice of the National Production Authority to issue blanket orders, then make amendments and exceptions wherever necessary to make adjustments. In a national program of such size and scope there are bound to be many rough edges on the industrial blocks which must be fitted into the over-all pattern.

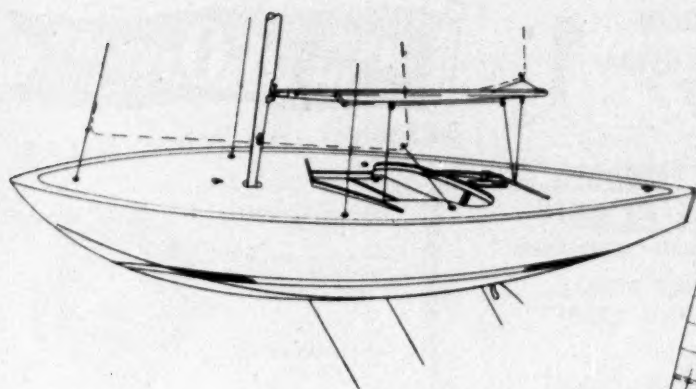
The Department of Interior has set up as claimant agency The Defense Fisheries Administration to represent the fishing industry. All indications are that this will work out quite well when fully operating. For the Northwest Fred Morton in the Seattle office has just finished compiling an industry survey of the needs of the Northwest fishing industry for this year and next. This material will be reviewed by the NPA in Washington, D.C., and it is expected that the Northwest fisheries will be granted sufficient materials and equipment to carry on its normal functions. A similar industry survey is being made in California.

Unlike pleasure craft, commercial boats can use a "DO-97" under the repair and maintenance order for obtaining critical equipment for repairs. It has equal ranking with all priority ratings, and the only preference is by date.

The future will bring more restrictions on the use of certain materials for pleasure boats, but it is also expected that the position of the commercial boat operator will be given increasing consideration.

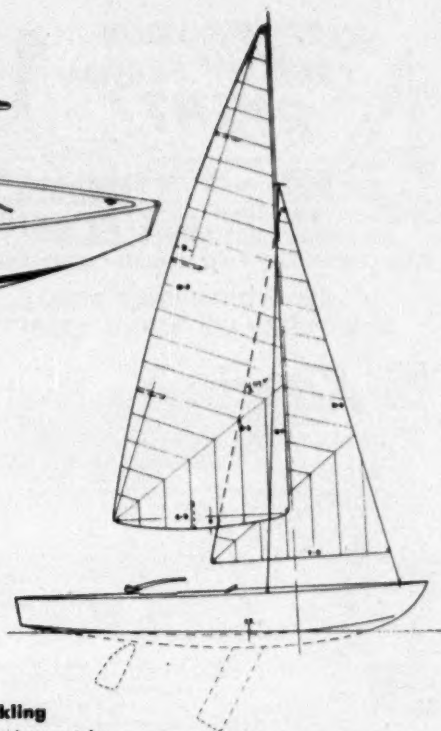
Industrial cooperation in helping keep the field offices of the Department of Commerce—NPA advised of their problems will not only find receptive attention but will result in the problems being placed with the proper officials.

As the defense program grows in size the yachtsman will find his position increasingly difficult but he should be able to find means of providing the necessary minimum maintenance. The boat yards will have to look more and more to commercial work, defense construction of military craft, or subcontracting to defense industries.



BUILD A SMALL BOAT—

A 16-Foot Knockabout



FOR the blow boat enthusiasts we have a 16-footer ready to build. The hull is a semi-vee bottom double-ender with a hinge type center board. The basic dimensions are 15½ feet length over all, 60-inch beam, 40-inch bottom width, and a 21-inch side height amidship. It is a modern rig, having a loose-footed main sail and a genoa type jib of 118 square feet of sail area.

The hull is designed for speed and rough weather, having a narrow bottom with considerable flair and height to the sides. She is well-decked over with a small cockpit that will seat two very comfortably.

All the rigging is handled from inside the cockpit. This includes stay wire take-up and fore and aft movement of the mast. Two additional persons can sit on the deck, which gives the boat a handling capacity of four. A full length trunk encloses the center board and accommodates the removable rudder.

The mast swivels with the luff of the main sail and is easily removable for hauling on a trailer. A trailer sail boat is something new in boating, but there are various lakes and bays where a person would like to spend a day for sailing if he could get his boat there. Also for people that have no place to keep a boat, a trailer enables them to keep their

by **Chuck Hickling**

boat at home. The complete weight will be approximately 300 pounds, and for launching, the trailer can be rolled into the water and the boat floated off.

The construction is of spruce frames with plywood corner gussets. These are set in a cedar planked center board trunk running from stem to stern. The trunk is spaced apart to hold a plywood center board and aluminum-welded rudder. The dagger center board hinges on one corner with a handle protruding through the trunk for adjusting the depth and center of resistance.

A bat seam planking construction is laid over the frames of cedar planking and spruce bats. Each seam is clinched with copper cut nails laid in marine glue and muslin. The stem and stern piece are of spruce with a band of oak to cover the end grain of the planking. Canvas covers the center deck of cedar tongue and groove decking, while a mahogany covering board around the edge makes a streamlined design to the deck. An oval aft end to the cockpit with a cross seat mounted on the centerboard trunk gives a comfortable position to operate the boat from each side of the mahogany tiller handle.

The mast is two spruce pieces

glued together with a track cut down the aft end of the tear-drop cross section. It is mounted through the deck and stepped in a movable block in the center board trunk. A spruce tee-boom with an adjustable outhaul is easily detached from the mast with a cotter pin.

In all, this knockabout makes a good family boat and an easy handler for a week end sailer. A plan of the lines with a full set of offset dimensions, a half width full-sized print of the station cross sections, and drawings of a suggested construction and jiggling may be obtained from Pacific Motor Boat, 71 Columbia Street, Seattle, for \$4.00.

Fulton Shipyards Building Minesweepers, New Tug

Les Fulton, Fulton Shipyards, Antioch, Calif., is building a new 74 x 19 foot towboat for his own account.

The craft will be powered with a 400-hp Enterprise diesel engine. She will have accommodations for six. The craft was designed by Fulton.

Fulton Shipyards are expanding, with the addition of acreage and the construction of new building ways.

Plans are underway to build two mine sweepers for the Navy. The craft will be 171 feet over all, with a beam of 34 feet.

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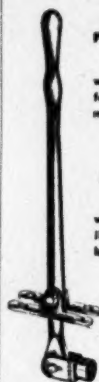


Fig. 378

PATHFINDER COMPASS
Fig. 447

with Rush mounting plate
for dashboard or bulkhead
mounting, illuminated.



Fig. 447

SPHERICAL COMPASS
Fig. 448

with built-in compensator,
illuminated, with bulkhead
bracket.



Fig. 448

**REVERSE GEAR
CONTROL**
Fig. 278

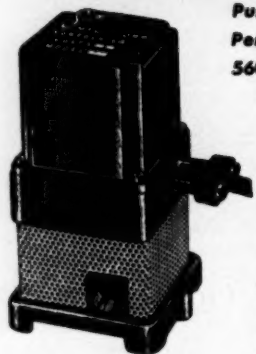
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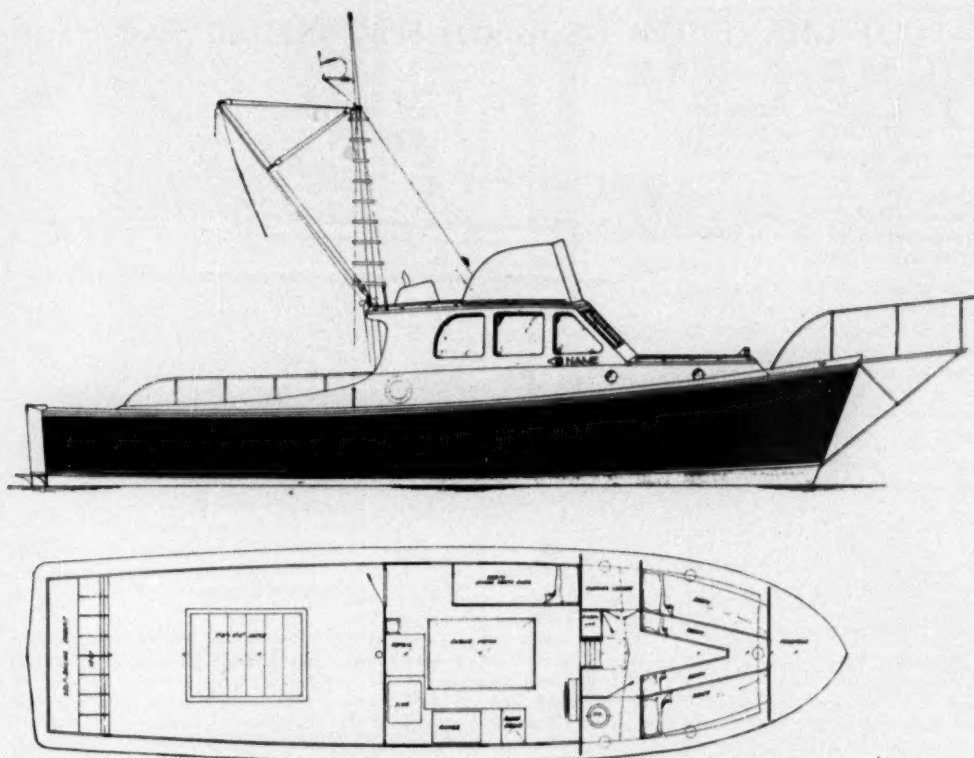
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42-Foot Deep Sea Sport Fisherman

A FORTY-TWO foot sport fisherman is being converted from a 36-foot L.C.V.P. by Al Nyhus of Bremerton, Washington, from designs by Ben Ostlund, naval Architect of Seattle.

Designed for character parties in the summer season in the Northwest, it will also be used for commercial fishing in Southern California waters in the off season.

Al Nyhus, Jr., who is now in the armed forces formerly operated a charter boat on the Columbia River and upon his return will be a partner with his father in this venture.

Accommodations for four are provided forward, which include the water closet and lockers for deep sea charter parties. Operator's accommodations are provided in the wheel house which consist of two single berths. A complete galley is also located in the wheel house. The boat will also be equipped with a 50 watt radio-telephone crystal controlled transmitter.

Power will be supplied by a

General Motors 6-71 diesel, 165 hp, with a 1½-to-1 reduction gear driving through a gear box at the end of the existing shaft, placing the engine horizontally.

A pulpit is to be installed on the deck forward for use in swordfishing, etc. An observation seat is to be located on the after side of the mast for observation and spotting fish. Aft the hold is a self-bailing fishing cockpit with bait tanks under the seats.

New Yacht Harbor Urged For Burrard Inlet, B.C.

Although a group of yachtsmen and other interested groups have been planning establishment of a yacht basin at the mouth of the Capilano River, on Burrard Inlet, across from Vancouver, B.C., harbor, some opposition to the project has been registered by the Metropolitan Park Planning Committee on the grounds that the area may be required for park purposes.

The proposed yacht basin would include jetties for a private yacht club and public boats, marine service, station facilities, a restaurant and a suitable parking area. Prime mover is Richard Holdings, who has maintained that the basin would provide protected mooring for vessels whose navigators did not wish to pass through the First Narrows.

Meanwhile arrangements are being made for a new dock in the Horseshoe Bay area for the ferry service recently inaugurated by the Black Ball Line, which took over the operations previously maintained by the Gibson brothers. A dock site on the eastern shore of Horseshoe Bay connected with Keith Road, West Vancouver, was proposed by a delegation from the district in a brief presented to the British Columbia government, but the company does not favor the site on the ground that pile-driving there would be difficult.

The ferry service is from Horseshoe Bay to the Sechart peninsula.

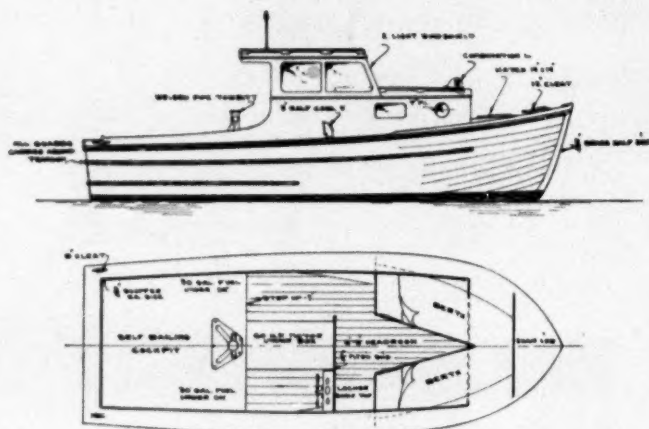
28-FOOT GILLNETTER DESIGNED FOR BRISTOL BAY

DURING the past few months there has been considerable speculation among the boat-yards, engine companies, and those connected with the fishing industry regarding the type of power boat most suitable for the Bristol Bay fisheries providing power is in the bay to stay.

The 28 by 9 foot by 16-inch draft boat shown on this page is from the board of William Garden. Some 30 gillnetters have come from his designs during the fall and winter. All of these boats have the easy section tunnel.

The 28-footer is the result of experience gained with the fleet operating on Cook Inlet. The dimensions are about that of a sailing gillnetter but with a full stern and chine aft to allow a speed of 10 knots running with the net aboard. The double end is said to be a highly advantageous feature for working in rough weather.

The principal requirements which the designer kept in mind were: Need for larger packing capacity than the sailing craft; extreme shallow draft; ability to take the ground without damage to shaft, wheel, and rudder; minimum windage; deep cockpit with controls aft; simple



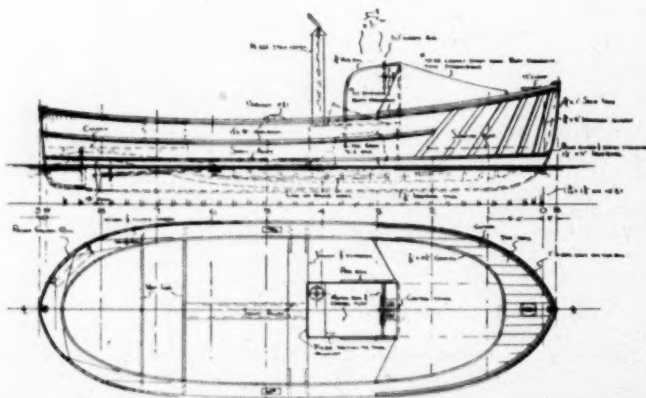
construction without loss of strength; low cost.

Each of these factors were considered by the naval architect. The resulting design shows a boat that is four feet shorter than the 32-foot maximum limit, relatively inexpensive to build, and one that could be easily handled by ship's gear when fished by a mother ship. No cabin nor accommodations are provided other than the canvas spray hood forward and simple sleeping

flats. The investment in a 32-foot cabin boat for fishing only during the short season on Bristol Bay was felt to be prohibitive.

Several 28-footers of this design are planned for summer construction. The pilot model is to be to the joint account of the Jules Engine & Equipment Company and Commercial Marine Construction Company of Seattle. This will be powered by a 6-226 Gray, turning an 18-inch wheel through 2-to-1 reduction.

21-Foot Utility Boat For Olympia Oyster Company




THIS utility boat and light tow boat for the Olympia Oyster Company will be of interest to every waterside dweller who has a need for a handy boat. The design, by Ed Monk & Lorne Garden, can be modified easily for use as a sportsfisherman or cruiser.

Overall length is 21 feet, beam 7½ feet, and draft 2 feet. Fuel capacity is 60 gallons, carried in two tanks, and power is a 60-hp Chris-Craft gasoline engine.




Construction is simple with a minimum of bright work. Planking is 13/16 Port Orford cedar, main frames ¾ by 3 inch oak on 24-inch centers, with intermediate frames ¾ by 1¼ inch oak.

By removing the tow bitt and installing more elaborate accommodations, this boat can be used for pleasure jaunts and limited cruising.






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Women from four Seattle yacht clubs skillfully maneuvered boats in close quarters during their first interclub race, but a trio of skipperettes from the Rainier Yacht Club took first three places.—Joe Williamson photos.

Ladies Log Race Has Surprise Ending

YACHTING tradition was turned topsy-turvy when the iconoclastic Tyee Yacht Club of Seattle sponsored the first interclub women's predicted log race. Aptly enough, it was held on April 1. The women took over the wheel and the navigating and the men turned to in the galley.

Twenty-one boats from four Seattle yacht clubs competed over the 16 mile course laid around Mercer Island in Lake Washington. No major mishaps occurred and the feminine skippers and navigators turned in a small percentage of error with the exception of one boat that suffered engine trouble.

The surprise ending to the challenge race was that the salty Sals of the Tyee Yacht Club were soundly beaten by the tarettes from the Rainier Yacht Club, who up to now have not figured in the women's suffrage movement afloat.

Gwen Eddy's *Silver Wake* took first place, Sybil Suthergreen's 110-foot *Moonlight Maid* took second, and Helen Henry's *Connie B* took third—all Rainier Y.C. boats, all trophy winners. The lovely ladies from Tyee didn't get a look-in.

Navigator for Mrs. Eddy, the wife of the commodore of the Rainier Yacht Club, was her mother, Mrs. Florence Benson, who acted as navigator.

"I attribute my success to my mother," Mrs. Eddy said. All courses were plotted and all logs computed by the women navigators.

This unusual event is the first

race of its kind known to have been held on the West Coast, although the Tyee Yacht Club held a ladies day race among its own membership on All Fools' Day last year. This club admits women to full membership providing they pass a stiff entrance examination equivalent to a U.S. Power Squadrons test.

Following the race the contestants and their spouses gathered aboard Hal Salveson's *Sea Tramp* for a hearty repast served to 200 persons by the patient husbands of the Rainier Yacht Club, all jauntily attired in chef's hats.

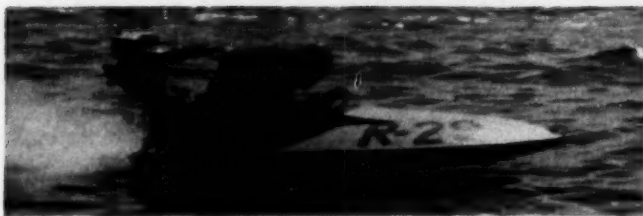
The results were:

Boat	Skipper	Club	% Error
1. <i>Silver Wake</i> , Gwen Eddy, Rainier	1.24		

2. <i>Moonlight Maid</i> , Sybil Suthergreen, Rainier	1.52
3. <i>Connie B.</i> , Helen Henry, Rainier	1.66
4. <i>Vicul</i> , Vi Greene, Tyee	1.78
5. <i>Carolyn</i> , Hana Maria, Rainier	2.03
6. <i>Haru</i> , Ruth Wilson, Rainier	2.08
7. <i>Happy Days</i> , Emma Barrett, R.	2.16
8. <i>Del Ray II</i> , Delma Hicker, Queen City	2.39
9. <i>Teco</i> , Ethel Thompson, Tyee	2.47
10. <i>Vagabond</i> , Kay Meyers, Tyee	3.59
11. <i>Moonlight Mist</i> , Gaile Hupp, Tyee	3.94
12. <i>JOP125</i> , Bunny Crosssett, Queen C.	4.02
13. <i>Blue Skies</i> , Esther Stevens, Tyee	4.17
14. <i>Hilma III</i> , Jean Fowler, Tyee	4.26
15. <i>Nan</i> , Norma Russell, Seattle	4.46
16. <i>Selvia</i> , R. V. Spencer, Queen C.	4.57
17. <i>Oke Doke</i> , Edna Paulson, Rainier	5.09
18. <i>Nautilus</i> , Mrs. Varleton Powers, Seattle Y. C.	5.79
19. <i>Bonita</i> , Lela Hull, Tyee	6.28
20. <i>Sea Chum</i> , Louise Knowles, SYC	6.36
21. <i>Tassie</i> , Mary Welden, Tyee...Finished	



Turnabout on ladies day: Mrs. Russ Thompson in command of the *Teco*, flagship of the Tyee Y. C. fleet, gives the orders of the day to her husband.



Chuck Hickling's A hydro took third place in the Pacific Coast outboard championships at Green Lake. Plan for this boat is now available through *Pacific Motor Boat*. —Kent Hitchcock photo.

A, B, and D Class Outboard Hydroplanes Receive One-Year Probation by A.P.B.A.

THE Stock Utility Racing Commission of the American Power Boat Association has authorized the acceptance of a one-year probationary period of stock outboard hydroplanes for Classes A, B and D, according to Jack Horsley, Jr., president of the national racing organization.

The authorization follows legislation for the creation of new racing classes, enacted at an A.P.B.A. council meeting in Cincinnati, in February.

To determine whether the new stock hydroplane classes should be officially adopted by the A.P.B.A., registered outboard and stock utility drivers will vote on the issue a year from now, at the end of the probationary period. For acceptance, a two-thirds majority of those voting must approve.

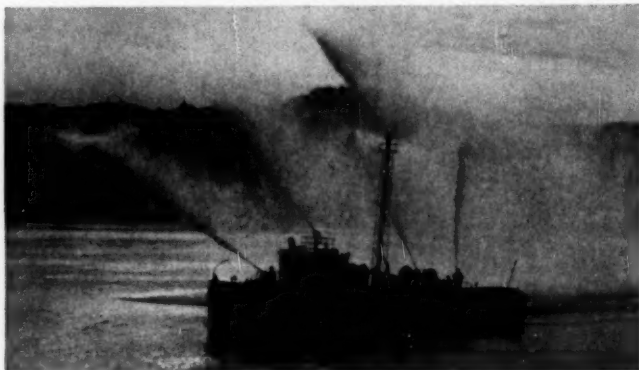
The hull rules for the new classes

are the same as the existing regulations for outboard hydroplanes, with the result that the following table of weights applies:

Class	Hull Weight	Overall Weight Boat & Driver
A	100	250
B	100	265
D	150	315

The motor rules are identical with those for stock utility craft, which are designed to encourage the racing of outboard units sold to boating enthusiasts for service use. The racing of special, experimental or custom-built motors is forbidden in these new classes, although special hydroplane hulls may be used.

A plan view and description of this type of hydroplane was published in *Pacific Motor Boat* in April. The plans, by Chuck Hickling, a Northwest racing man, are offered through the Seattle office of *Pacific Motor Boat* for \$4.00.



The Abner T. Longley is 87-foot diesel-powered fireboat built by Albina Engine & Machine Works, Inc., for Honolulu, T.H., board of harbor commissioners. Six General Motors 6-71 engines, four of them arranged in a quad, are used to power the pumps, which have a maximum capacity of 9,000 gallons of water a minute. Four engines can be used for propulsion. Cost of the fireboat was given as \$200,000.—Lawrence Barber photo.

Coast Guard Will Check Plans for Marine Events

A group of new regulations considerably broadening the authority of the Coast Guard to control the navigation of all vessels near the course of any marine parade or regatta for greater safety of life has been announced by Coast Guard officials.

Organization planning to hold marine events which are apt to cause extra hazards to the safety of life on navigable waters must submit detailed plans of such marine parades or regattas to the commander of the local Coast Guard district.

Plans must be submitted not less than 15 days prior to the start of a marine event unless it is of such a nature that it causes limitations on the use of a portion of navigable waters by other interested parties, in which event the plans must be submitted not less than 60 days in advance. They are to include information as to general public interest in the water event, estimated number and types of vessels participating, number and types of spectator vessels, time schedule and description of events, and a section of chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

The Coast Guard district officials will check submitted plans to determine whether the marine event may be held in the proposed location with safety to life on navigable waters. It may be necessary to hold a public hearing to ascertain the views of all persons interested in, or affected by the marine regatta or parade.

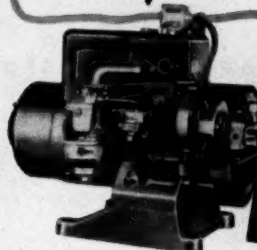
If plans are approved, the district commander is authorized to restrict or control the movement of vessels through a specified area before, during, and after the water event.

Four More Stephens Sold

Orders for four Stephens cruisers have been received by Stephens Bros., Inc., Stockton boatbuilders.

Sam Dabney, Santa Barbara yachtsman, former owner of the 42-foot yawl, *Coquette*, purchased a 46-foot flying bridge cruiser. F. M. Phelps of Portland, Oregon, has ordered a 50-foot custom cruiser. W. A. Thompson, Los Angeles, and Gordon Wight of Modesto have each purchased a 42-foot cruiser. All four boats will be powered by twin Chrysler Majestics.

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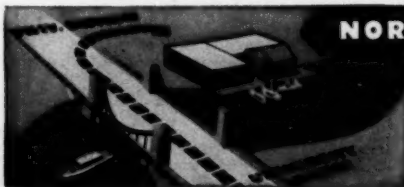


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TURN TO PAGE 41 →

You'll Find it at BRYANT'S

Among the Bread-Earners

with Scuttle Butt Pete

On B.C.'s Salt Chuck

Everyone in British Columbia appreciates the important role being played in industry every day by the province's towboat fleet, but what the fleet represents in actual number of vessels and men employed was perhaps not fully realized until the British Columbia Towboat Owners Association gave out some figures a few days ago.

There are 265 towboats in British Columbia waters, according to the association's count, and this may be conservative because there are a few operators in an independent category, not members in the association. The vessels range from 1800 hp down, and most of them are equipped with radiotelephone.

Of the total, more than 200 are diesel powered. The others are steam powered, with a few operated with gasoline engines.

Twenty derricks and more than 350 barges are included in the overall work fleet.

Fifty-two firms are engaged in towing in British Columbia at present, and their equipment is valued approximately at \$17,000,000. More than 2000 men are employed to maintain the fleet, and the annual payroll is in excess of \$5,000,000.

An idea of the volume of business done by the towboat fleet may be grasped from these figures on materials towed during an average year: 1,250,000 tons of sand and gravel, 175,000 tons of cement, 300,000 tons of coal, 216,000 tons of pulp and paper, 300,000 tons of lime, 150,000 tons of rock, 750,000 tons of hog fuel and pulp chips, 500,000 tons of oil and petroleum products, and more than 3,000,000,000 board feet of logs; 2,000,000 tons of general cargo.

Captain Charles Granholm of Pacific Coyle Navigation Co. and a crew of seven recently delivered to Vancouver, B.C., the company's home port, the vessel *Santrina*, a former U. S. naval vessel purchased at Coos Bay, Ore. *Santrina* was a TP ship in naval service and is powered by a 450 hp Fairbanks-Morse diesel. A sister ship, similarly powered, was purchased by this company in January in Juneau, Alaska, and she now operates under the name of *Pacific Chief*. Former name was *Adak*. Both

vessels will be used in regular coast-wise service, towing barges, rafts.

Vancouver Shipyards, Ltd., Coal Harbor, Vancouver, B.C., is converting a 100-foot U.S. personnel craft into a towboat for the use of Vancouver Tug Boat Co., headed by Harold Jones. The vessel, with a 21-foot beam, is powered with a 600 hp Atlas diesel engine.

A few months ago Vancouver Shipyards built a dozen pull-off boats for B. C. Packers, Ltd., powered with Chrysler Ace engines, to be used for salmon fishing operations, and designed a similar pull-off boat for Anglo-B. C. Packing Co., which planned to build several to those specifications.

The Coal Harbor yard is currently building ten wooden lighter scows for the Canadian government, to be used for carrying suction pipes for dredges working on the Fraser River channel.

Captain W. E. Rosekelley, for the past 22 years with Island Tug & Barge Co., headed by Harold Elworthy, in Victoria, B.C., has started his own towboat business. He has bought the 50-foot tug *Polar Force* and plans to operate it in lower Vancouver Island waters under the name of Sooke Towing, Ltd.

Misfortune struck Harbor Towing Co. of Vancouver, B.C., twice within three and a half hours recently when its 65-foot towboat *Norwest* burned to the waterline and sank near Powell River and its 40-foot tug *Ironbark* struck a rock in Howe Sound and foundered. Captain Donald Miller of *Norwest* and his crew, and Captain George Thayer and his men on the *Ironbark* escaped without injury. Loss to the company is estimated at \$70,000, covered by insurance. . . .

Vancouver's waterfront protection from fire should be far more effective than ever before as a result of recent developments in the British Columbia port. Not only has the city's new fireboat, designed by German & Milne, Vancouver naval architects, and built by Yarrows, Ltd., at a cost of \$300,000, been completed, but Vancouver Tug Boat Co. has placed two of its towboats in reserve, with special equipment.

Two 62-foot towboats, *La Fille* and *La Rose*, are being fitted with powerful fire-fighting water pumps and monitors, according to Vancouver Tug Boat Co. President Harold Jones. Their purpose will be to serve as auxiliary fire-fighting units in the Coal Harbor area where there is a heavy concentration of fishing vessels and pleasure craft. The theory is that in such confined quarters the operations of the larger vessel might be somewhat restricted.

Nautical Sounds Around the Sound

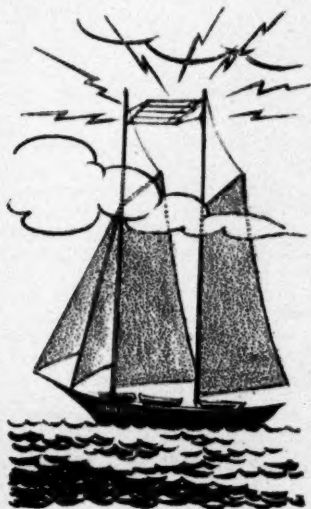
The radio telephone is the biggest boon to the pike pole navigators on Puget Sound since they put the horn on West Point. But the fact remains that Marconi would have rolled over in his grave if he was ever exposed to those corny ether waves on the party line 2638 kc. Outside of stickin' a bottle of air wick on the top of the radio there ain't nothin' you can do about it.

In the summer time when the trimmin's around the locks are in full bloom, you couldn't cut the air with an acetylene torch. The 18 is trying to get the *Sandra* to Milwaukee to get a car barge; the *Sockeye* is tryin't to give *Uwanta* his grocery order; and the *Billyagnes* is giving a recipe for Frozen Alaska to Mrs. Zilch on the *Moonlight Waves*. As a result the *Sandra* comes back in for another 100 pounds of spuds, the *Uwanta* delivers a box of marshmallows and 10 pounds of whipping cream to the *Sockeye*, and Mrs. Zilch starts the rumor that Billy has run off with *Sandra* to Milwaukee. Then



the flowers fade and the party line gets clearer than Gilligan's gin.

Outside of Careful Nelson of the *Anne W* losing another barge, or the *Louise II* finding ten sections of logs nothin' much ever happens. Every five minutes you can receive the complete weather report, all completely different. The dragger "*Kristine*" reports fine weather off Middle Point. Light Nor'west air with fine viz just takin' about every third one over the flying bridge. Five minutes later Fay on the *Edith* gets in the report he's got forty miles of Sou'west and he's tugging on his hook in Burrows Bay. Another three minutes and the *Anne W* is havin' fine weather off Cape Gasplant, which stops the weather reports for twenty minutes cause he has some-thin' else to say. He's telling Floyd on the *Irene* why his last trip took him so long. "I never seen it so



bad," Walt explained, "that flood was comin' in like a herd of turtles in fly time and we bucked her all night." (Floyd heard later that when the sun and the deck hand finally hit the deck the *Anne W* discovered her wire was wound around a bridge pier.)

Duffy on the "*Iver C*" is always trying to top Walt's Hooper Rating and if he wouldn't get so much time off he might have a chance. Jim's put into Foss to fit the *Iver* with a bulldozer blade on his stem iron. With a rig like that he could change the Sound's geography faster than Roosevelt at Yalta, and with his five watter, you can bet your bottom buck everyone would know about it.



Antenna length is the key to getting a noisemaking Oscar, as proved by Ed Kennell's outdoor gymnasium, the schooner *Gracie S*; when he gave Walter the Sitka weather report from some glacial gravel pit. There is one thing that everyone that has ever busted a piling will agree on. After midnight when it's blacker than a ship-owner's heart, colder than a clam's clavicle, and the rain's beatin' against the pilot house window like coal on a tin roof it's kinda' nice to have somebody to listen to; you can forget all about their repulsive personalities and enjoy it . . .

Four Pacific Northwest towing companies received favorable recommendations recently by ICC Examiner Claude Rice in their applications for extension of towing rights to include the barging of lumber, logs, and general commodities between all points along the Pacific Coast of Washington, Oregon and California.

They were Shaver Transportation Company, Portland; Wilbur J. Smith and Longview Tugboat Company, of Rainier, Ore., and Longview, Wash.; Foss Launch & Tug Company and Puget Sound Tug & Barge Company, of Seattle.

Railroads and steamship companies opposed the applications at hearings in Portland and Seattle last October, but numerous shippers testified to need for the services to reach points not reached by ships and railroads.

The four companies listed assets totalling \$5,570,000, including 100 towboats and 190 barges, many suitable for deep-sea work.

River Ramblings

An old name on the Columbia river recently came back to the towboat fleet when Shaver Transportation company gave the name *Manzanillo* to the three-year-old steel diesel tug *M. R. Hallett*. The boat was purchased early this year from

Capt. Miles R. Hallett and has gone into service for Shavers' as a harbor tug, assisting ships and towing log rafts. It has a 440-horsepower Washington diesel engine, Sperry searchlight and 30 KW generator for auxiliary power.

The original *Manzanillo* was the first boat in the Shaver fleet. It was a stern wheeler built in 1880 on the Albina side of the river in what now is the city of Portland for the Peoples' Freighting company, which was the original name of the Shaver operation. For 13 years it was operated by Shavers' before it was sold to Capt. F. B. Jones, who took out the machinery for use in a new hull.

Capt. Lloyd Bell was shifted from the *James W.* to the new *Manzanillo* as skipper.

Captain Hallett, the oldest towboatman on the river with 35 years of active throttle-pushing, built the boat three years ago, using a steel hull from the Nichols boat works, Hood River, Oregon. He has left in his fleet the smaller *Lyle H*, *Stella* and *Floyd*, the latter a new 160-hp tug for handling small tows.—*Lawrence Barber*.

Southern California Chatter

The three-month tug boat strike in Los Angeles-Long Beach harbors ended March 28 when company and union officials agreed on a 10 percent wage increase as allowed by the wage stabilization board. Twenty-five tugs and 100 workers were involved in the strike which began January 1. Commercial ships have had to reach berths under their own power. The three tug companies involved were the Pacific Towboat and Salvage Co., San Pedro Tug Boat Co. (Red Star), and the Catalina Island Steamship Company's tugboat division.

Under the settlement pilots get \$1.98 an hour, engineers \$1.90 and boatmen \$1.66. Unions involved were the Marine Engineers' Beneficial Assn. (CIO); Inland Boatmen's Union (AFL), and the Masters, Mates and Pilots, Local 18 (AFL).



Vancouver dinghies start the windward leg in a frostbite race.—A. David Rogers photo.

B. C. "Coast Guard" Under Consideration

B RITISH COLUMBIA shipping, fishing and other marine interests have long been urging establishment of a coastguard to perform rescue and general service operations along the province's far-flung coastline. At last, the framework of such an organization has been formed through the co-operation of five different Canadian government departments.

A conference recently held at the Royal Canadian Air Force headquarters at Jericho, Vancouver, brought under centralized control for special service the vessels of the Royal Canadian Navy, Royal Canadian Air Force, Royal Canadian Mounted Police, the Canadian department of transport and the Canadian department of fisheries. In the event of a marine or other emergency these vessels will come under the direction of the RCAF, and arrangements have been made for all the craft involved to make daily position reports to Jericho, where search and rescue officers will maintain a master chart showing the location and availability of all government ships.

Included in the so-called rescue fleet, which will operate in much the same manner as the U.S. Coastguard, are six Transport vessels, more than a dozen fisheries vessels, the coastal hydrographic ship and various ships of the naval and air forces. Reports from all these vessels will be picked up by wireless at Point Grey and transmitted to the Jericho station, which can then contact the craft indicated by the chart as in the best position to undertake special services required.

The main idea is to save lives and ships and cargo and to render necessary aid until the arrival of regular salvage craft. Any action taken by these government vessels will be of a purely interim nature and should not be competitive with commercial

interests, such as salvage and towing concerns, according to A. N. Robertson, cabinet secretary of the Privy Council, Ottawa.

Among those who attended the Jericho conference were Lieutenant-Commander G. A. Powell and Lieutenant J. C. Carter, representing the navy; T. E. Morrison, representing the department of transport in Victoria; Gordon Thomson, of the same department in Vancouver; Frank Warren and J. G. Hutchison of the department of fisheries; R. B. Roying, of the hydrographic survey; Sub-Inspector C. H. F. P. Ledoux, R.C.M.P.; Squadron Leader J. A. Stephenson; Flight Lieutenant J. A. Crouch and Flight Lieutenant J. A. Aitken of the R.C.A.F.

Tug Boat Race Scheduled For May 19 in Seattle

The greatest tugboat racing extravaganza ever staged is being planned for Seattle's scenic harbor on May 19. Tugs from all over Puget Sound and British Columbia will compete in the race, which honor National Maritime Day.

Web Anderson of B. R. Anderson & Co., Seattle customs brokers and steamship agents, has been appointed chairman of the races. Sponsor of the race, an annual event since 1948, is the Puget Sound Maritime Historical Society assisted by the Propeller Club, Port of Seattle.

Initial towboat entries were the 1050-hp tug *Wedell Foss* and the 450-hp tug *Foss No. 18*. Both tugs have been runner ups in the past two contests, and have been the sentimental favorites of many. This year these tugs are being groomed for honors inasmuch as the military tugs will not compete against the commercial craft but will have their own separate races.

Last year 20 tugs competed in three separate races, attracting 100,000 spectators to the Seattle waterfront. This year more tugs will compete, and additional races will be run.

Royal Vancouver Y.C. Defeats Victoria in Frostbite Series

The Royal Vancouver Yacht Club won the first series sailed for the Interclub Perpetual Frostbite Trophy over the Royal Victoria Yacht Club by a point score of 388½ to 302¼. Five races were sailed at Victoria on February 24 and 25, and four races at Vancouver on March 3 and 4. The final race of the proposed ten race series was cancelled when the wind failed completely on March 4.

This series was sailed in David-son dinghies, 9-foot molded plywood boats carrying 52 square feet of sail, a number of which are owned in each club.

Individual honors for the series were taken by Phil Miller of Vancouver, with an individual score of 45¼. High man of the Victoria fleet was "Ace" Lindsay with 40¼. Others taking part were "Bunny" Whitcroft, Bob Day, Sid Miller, Charlie Bayne and Jack McCandless, of Vancouver, and Ned Ashe, Harry Barnes, Jim Davies, Henry Gladwell and Max Young, of Victoria.

Water Ski Obstacle Marathon Planned on Sammamish River

The 1951 Golden Water Skis race, sponsored by the Olympic Water Ski Club of Seattle, and the Bothell Chamber of Commerce, will be held May 6.

Each year more obstacles are added to make this unique race more interesting. This year for the first time the race will be run both up and down the Sammamish River. It will start at Lake Forest Park on the northwest shore of Lake Washington and enter the inlet to the lake, and continue up the Sammamish River to the north end of Lake Sammamish and will end at Bothell.

This will be the fourth running of this race. The race will be divided in classes, 33 hp and under, with all over 33 hp, including Mercury 25s, in the unlimited class.

The race is open to all water skiers. For information write to Don Ibsen, Route 1, Box 246-E, Bellevue, Wash.

Two 34-Foot Hunters Sold

Arne Vesjoe, distributor for Hunter cruisers, announces the recent sale of two of the new 1951 model 34 footers. One of these went to Harry Larson of the Seattle Yacht Club and the other to Frank Sanford of the La Conner Yacht Club, La Conner, Washington. Both boats are powered with Chrysler Crown motors.

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for fishin' fun

[most for your dollars, too]



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25 H.P.* Lowest weight per H.P.—leader in performance features, value! Roto-Matic speed control, Gearshift and Cruise-a-Day Tank.

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All this and trolling, too! Yes... even Big Twin, with its eager 25 horsepower, throttles down to a slow and steady gait that wins the most finicky fisherman! Dollar-wise, compare them against the field—for power, performance, features or fun—and you'll want to get your order in! *See your Evinrude Dealer—*

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PACIFIC MOTOR BOAT

May 1951

41



Additions to the Chris-Craft fleet. At left is the Lady Daisy, new 50-foot flying bridge Catalina model cruiser delivered last month to George Peterson, Oakland Y.C., by John G. Rapp Co. Lady Daisy is powered with triple 145-hp Chris-Craft engines, which give her a speed of 25 mph. Accommodations are provided for 10 persons. At right is the new 42-foot flying bridge cruiser purchased by T. D. Davies of Seattle from Bryant's Marina, one of a fleet of more than 20 sold early this year by the Seattle distributor. Power is 145-hp engines, top speed 23 mph, and accommodations provide for 8 persons.

Your Compass

Continued from page 19

sun visible and fairly quiet water, proceed as in No. 2 above, but sighting at the sun instead. This test should be conducted in the early hours of the morning or late in the afternoon when the sun's altitude is low and its bearing changing slowly. If more than 4 minutes are used for completing this test, simply subtract 1° from the bearings observed in the second 4 minutes period. Here again, the average bearing obtained will serve as a good starting point.

4. Out of sight of land, with no sun, you can use the edge or other distinctive part of a distant cloud and proceed as in No. 2 above. The harder the wind is blowing, the more necessary it is to use a cloud directly to leeward.

5. Out of sight of land, with no sun or distinctive clouds, put the boat on one of the four major points and, steering the steadiest possible course, drop an orange crate or similar object overboard astern. When the crate is just barely visible, stop the boat and twist her in her own length. When headed back ex-

actly for the crate, read your compass; it should read just the opposite of your first reading. If it does not, then on this heading you have an error of one half the difference between what it should say and what it actually says.

Example: Original course 90°; reversed course and compass should say 270°, but actually reads 280°, a difference of 10°. Divide 10° by 2 and your error is 5° Westerly (compass reading too much). Theoretically your error on the original heading is 5° Easterly (compass reading too little.)

To confirm this, go back to crate (or drop another overboard) and steer 275° away from it; twist the boat as before and you should be heading 85° when headed back for the crate. Now you should follow the same procedure for a check on North and South.

On completing any one of these 5 tests, make a rough graph as follows and plot your observed deviations. Assume that they were N-4°E, NE-3°E, E-1°E, SE-2°W, S-5°W, SE-4°W, W-1°W, NW-3°E. Plot all the Westerly deviations on the left and all the Easterly devia-

tions on the right. Now connect all the dots in a smooth curve; by doing so you will be able to get a pretty close estimate of the deviation on any heading. For example: on a heading of NNE (22½°) your deviation is about 3½°E; on SSW, about 5½°W, etc.

In closing the writer wishes to say that the magnetic compass, if properly selected and located, if properly adjusted and checked and taken care of, is a faithful friend that will return many times the consideration given to it. The force which operates it is eternal and not subject to short circuits or power failures. A good compass will shorten your courses, save you time and money, if you make your living on the sea. And whether your boat is for commercial or pleasure purposes, a good compass will let you operate in safety, wherever you go, so—give your compass a chance.

San Francisco Bay Yachtsman Purchases New Chris-Craft

Sacramento Yacht & Supply Co., Clark Ballard, owner, recently delivered a 34-foot flying bridge Chris-Craft cruiser to Jack Braden, Sacramento, Calif.

ALLEN JUNIOR BOAT HEATER

Oil or Bottled Gas
Manual or Automatic
8" Diameter
19" High



Hot Air Heat
Hot Water Heat
or
Domestic Hot Water
3500 BTU

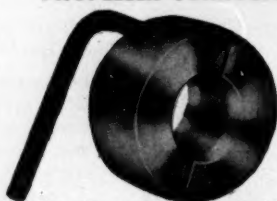
To meet the needs of the small boat owner for heat or hot water

ALLEN COPPER COIL MANUFACTURING
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GODFREY PROPELLER CORROSION COLLAR

Propeller Protector

DIVERTS ELECTROLYSIS
Grips on Shaft
Sizes for Shafts
From 1 Inch Up
to 6 Inches
PACIFIC COAST
DISTRIBUTORS



Sunde & d'Evers, Seattle, Wash.; Paul W. Hiller, Wilmington, Cal.; Angus Marine Sales, Victoria, B.C., Canada; Patterson's Ship Chandlery, Honolulu, T.H.; Johnson & Joseph, San Francisco.
GODFREY PROPELLER ADJUSTING CORP.
155 25th STREET BROOKLYN, N. Y.

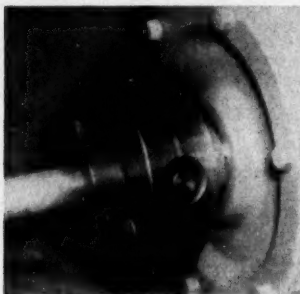
Marine Products

Flexible Rubber Couplings Offered by Federal Motors

Federal Marine Motors Company, of Chicago, are now manufacturing flexible rubber couplings for marine engines rated to 175 hp.

The flexible coupling replaces the rigid engine coupling and is said to absorb engine misalignment and to deaden shaft vibration. This new flexible coupling is compact, only a fraction of an inch longer than the coupling it replaces. It will handle both forward and reverse thrust of the propeller.

With no metal to metal contact, it is ideal for use in metal hulls to control vibration and helps to prevent electrolysis between the propeller and engine. It is recommended



New rubber coupling offered.

ed for use with engines employing rubber engine mounts. The flexibility of the coupling allows the engine to move freely without transmitting a strain on the shaft and shaft log.

The coupling is composed of two sections, a metal hub and a flange.

These are coupled together through oil resistant rubber cylinders. The rubber trunnions and connecting pins are replaceable in case of damage.



Socony-Vacuum Oil Company's new Mobilil outboard 2 1/2 gallon utility can has a measuring cup built into the cap, a flexible pour spout that is self storing, and a wire mesh filter screen. The product will be handled on the West Coast by the General Petroleum Company.

Four New Nordberg Engines Are Announced

Four new models of Nordberg gasoline marine engines, the Bluefin, Arrow, Marlin and Knight have

been announced by Nordberg Manufacturing Company.

Built to the same high standards of economy and dependability associated with Nordberg gasoline marine engines, the Bluefin, Arrow, Marlin and Knight are designed to give the greatest propulsive efficiency for a wide range of craft. Numbers following model names designate the cubic inch displacement of the engines which are rated as follows:

Bluefin (230)—80-hp at 2500 rpm.

Arrow (230)—95-hp at 3200 rpm.

Marlin (320)—110 hp at 2500 rpm.

Knight (340)—145-hp at 3200 rpm.

All Nordberg gasoline marine engines are available for direct drive in ratios of 1.88 and 2.44 to 1, and the Arrow, Marlin and Knight are also offered with reduction gear ratios of 3.32 and 4.12 to 1. Thus Nordberg gasoline marine engines are applicable for commercial fishing and work boats, cruisers and runabouts.

New Attwood Brass Items

Several items of new equipment for 1951 have been announced by the Attwood Brass Works, Inc., of Grand Rapids, Michigan. These include several new steering wheels, new throttles, and pulleys.

Manifold side of the new Nordberg "Knight" marine engine, rated 145-hp at 3200 rpm.



AHOY!

You Can
Do the Job
Better with



STAY-TITE MARINE PRODUCTS

- STAY-TITE CAULKING COMPOUND—greater coverage per pound. Mahogany, gray or black.
- STAY-TITE WATERPROOF GLUE—not affected by moisture.
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- STAY-TITE XXX CEMENT—for laying linoleum, felt, canvas, etc.
- STAY-TITE WOOD PRESERVATIVE—prevents dry rot and rot.
- STAY-TITE MILDREW PROOFING—stops mildew and fungus.
- STAY-TITE WATERPROOFING—for canvas and fabrics.
- RUSTOO—Rust Remover.

Your Marine Supply Dealer Carries Stay-Tite Products—or Can Get Them for You—See Him Now.

STAY-TITE PRODUCTS CO., Dept. 18, 3187 Detroit Ave., Cleveland 12, O.

HACKENSACK STAINLESS STEEL

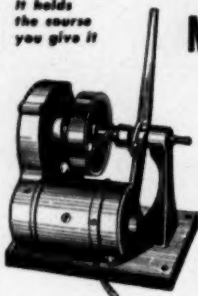
YACHT RIGGING ROPES

HACKENSACK Cable CORPORATION

110 Orchard Street, Hackensack, New Jersey

McGUNS- MERFIELD CO.	51 Fremont St. San Francisco	1131 S. Los Angeles St. Los Angeles 15	205 Western Av. Seattle 4, Wash.
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the course
you give it



Install a Metal Marine Pilot

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Specially Built Gillnet Boat
for Bristol Bay Fishing

FLETCHER BAY BOAT WORKS

Designers and Builders of all
types of work boats.

PORT BLAKELY, WASH.



Announcing the new Storm King 16-footer **MORRIS STORM KING BOATS**

A fisherman's rough water boat, built for big motors and tough going, the new 16-foot model is a big boat for a small price. Soft, easy riding qualities at high speeds. A 10-hp motor will drive her at 20 mph. Specially designed to handle the new 25-hp outboards. The hull is similar to the 12, 14, and 18 foot models, but strengthened. Plywood hull with oak frames, longitudinal stiffeners, keel, and stem. 6 foot beam.

Distributors: The Beebe Co., Portland; Bryant's Marine, Seattle;
Melford F. Brandenburg, San Francisco

MORRIS, INC.

14th St. Yacht Basin

Everett, Washington



Watch for the speedy Fairliner camera boat

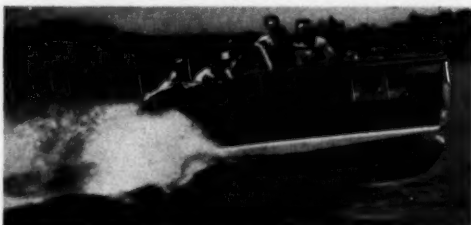
• Marine Photography a Specialty—commercial and
pleasure craft—launchings—regattas.

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KEN OLLAR

2820 NORTH 25th. TACOMA, WASH.

PHONE: PR. 5352



FOR SALE—Custom-built, 30 x 7 x 3' all-mahogany runabout. Powered by 275-hp. Hall-Scott for speeds better than 40 mph. Good condition, ready to go.

Contact, write or phone—

RAY WILLIAMSON

Winslow, Washington

Phone: Port Blakely 168-W

HAD ENOUGH?

Tired of time clocks and taxes?

Why not retire and build small boats—or something—in the (beautiful) San Juan Islands?

Here is a good start for only \$10,000; 75 feet of waterfront and tidelands; approximately one acre; plenty of room for garden, chickens, etc.

The house is new, with large living room, bedroom, bath, two fireplaces and a kitchen to write home about.

There is a two-car garage and shop, not to mention a small boat-ways.

It's close to everything necessary, has a beautiful view and southern exposure.

R. B. EXTON

Orcas, Wash.

Broker

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The owners of commercial vessels are beginning to realize the advantages in time and economy of using the superior facilities and convenient location of our new plant just inside the locks for both repair and new building. Our dock, complete marine railway, with sidetracks, enable us to handle your work with dispatch.

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SEATTLE

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Pacific Northwest and Alaska Distributors

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SEATTLE 9, WASH.

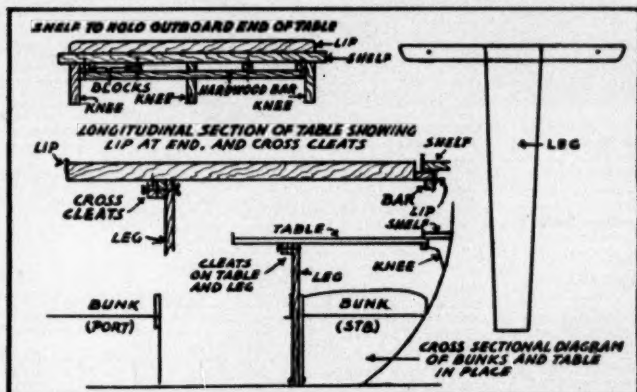
On the Practical Side...

Table for Small Boat

We solved the table problem on a small sailboat with a slab of $\frac{3}{4}$ -inch plywood, 24 x 40 inches—one end hooked to the side of the hull, the other supported by a single leg held upright by a cleat on the face of a bunk-rail. This table accommodates three people nicely, though two of them have to sit sideways on the settee berth above which the table extends, and nobody can lie on that bunk while the table is in place. One can easily pass between

board corners are rounded off on about a 3-inch radius (marked from a can-bottom): the lip is interrupted around corners to facilitate brushing off crumbs.

The "leg" is a piece of $\frac{3}{4}$ -inch plywood 28½ inches long (length to make table horizontal when on an even keel), 5½ inches wide at the top and 3½ inches at bottom: the bottom protected from splintering by a sheet-metal strip (heavy rubber might be better). Centered across the top is an oak cleat, $\frac{3}{4}$



the inboard end of the table and the berth opposite. When not in use, the table top is laid up against the other side of the hull, with one side resting on a stringer and the other held up against the clamp with a lanyard—and the leg stuck between it and the hull. This rig has given quite satisfactory service for six or eight years.

For holding the outboard end of the table top down, that end is fitted with a lip projecting down about $\frac{1}{8}$ -inch, which holds it to a 6 x 28-inch shelf. The latter is strongly fastened to the hull by a long cleat and several knees. Separated from the front bottom of the shelf by 1-inch blocks is a hardwood bar, $\frac{1}{2}$ -inch square section, which supports the outboard end of the table, holding it by the lip above mentioned. This end of the table slab is notched out for the blocks and knees of the shelf, and may be secured, if desired, by removable wedges between table and shelf (but we never use them).

A deeper lip is fastened to the sides and inboard end of the table to keep things from sliding off. In-

by 1½ inches and about 21 inches long; and a similar cleat, carefully positioned to engage the first, is fastened across the under side of the table slab, about 28 inches from its outboard end. Two small holes are drilled through both cleats, in which stove-bolts with wing-nuts may be inserted for rigidity; but we usually find the assembly stable enough without these.

The cleat on the face of the bunk-rail, to hold the leg, is made of two hardwood blocks (carefully spaced and shaped to fit the taper of the leg) with a piece of 1/16-inch copper plate across the face. It projects less than 1 inch from the rail, so is not in the way.

All parts of the assembly are neatly fitted and stoutly put together with screws and waterproof glue, and the whole is finished with stain and varnish, making a nice appearance.

PMB readers are invited to send in their favorite nautical gadget ideas. If necessary to illustrate, sketches or photos should be submitted. Payment will be made upon publication.

One word of caution: NEVER try to lift the table from its place by the inboard end, or you're likely to wreck the shelf, as there's a terrific leverage against it. To unhook from the shelf, always lift at the part nearer the shelf.—S. H. Gray.

Sticky Port Hole Rubbers

When port hole rubbers become sticky due to heat or dampness, I found the old sailor's trick of coating the rubbers heavily with chalk prevented the stickiness, thus prolonging the life of the rings. Chalk should be applied two or three times a year for satisfactory results.

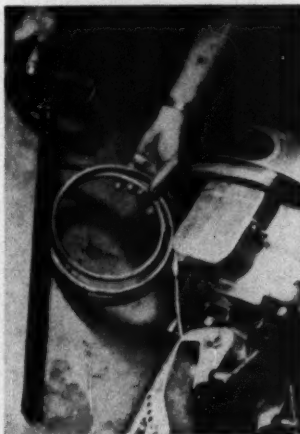
—J. O. L.

Watch That Mast Step

Dry rot frequently forms at the mast step. Sometimes fresh water leaks from the mast above deck and will collect in the mast step where it causes dry rot in both the butt of the mast and in the step. Provision should be made to drain all water from the step. The best way to prevent rot here is to keep water from coming through the deck, and this means that the mast collar should be tight and waterproof.—H.K.

Low Cost Bilge Pump

A war surplus item is a porcelain lined and porcelain covered spray pump fitted with several feet of neoprene rubber tubing. While not adequate for a large boat with very heavy leakage, they will pump several quarts of water per minute and are very satisfactory bilge pumps for rowboats and runabouts.—Clinton R. Hull.



Bilge pump for a small boat.

CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

NEW CHRYSLER ROYAL MARINE ENGINES

141 H.P.—6 cylinder

New engines less reverse gear, cheaper than overhauling your old engine	\$ 550.00
Direct drive	750.00
2 to 1 reduction	1,000.00
2½ to 1 reduction	1,000.00
3 to 1 reduction	1,000.00
4½ to 1 REDUCTION	700.00

GENERAL MOTORS DIESELS

Completely rebuilt 6 cyl. G.M. Diesel 60 mm injectors, large hole liners and 3-1 reduction	2,500.00
2 Cyl. G.M., 55 h.p. 3¼-1 Twin Disc reduction	1,750.00
Water Temperature and oil pressure alarm systems, Regular \$20.00, our price	10.00

NEW

12 V. 18 Amp. G.M. Generators (Why not carry a spare?)	20.00
12 V. G.M. Starters (Why not carry a spare?)	50.00
12 V. G.M. Starters (Why not carry a spare?)	100.00

NEW PROPULSION UNITS

Murray & Tregurtha, Chrysler powered, for barges, etc.	\$1,250.00
Sea Mule, Chrysler powered, complete unit	1,250.00

WANTED, stocks of marine supplies large or small

Write for a copy of our New Marine Bargain List

"DOC" FREEMAN'S

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Ev. 1500

Seattle 3

AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V-8 \$40, pair; Model A \$32; Willys \$30; 6 cyl. Chevrolet, Pontiac, \$30; 6 cyl. Buick, Locomotive, \$65; 8 cyl. Pierce, Packard, \$80; downdraft models add \$5. Your transmission converted to marine gear, most makes \$40, a few \$50; propellers 14"-\$12.50, 16"-\$16.75; shafts, couplers, struts, etc. Everything you need for your boat. **MACHINE SHOP TOOLS:** 12" x 6" lathe \$150. Fay & Scott—24" x 28" Screw cutting engine lathe \$1640. 32" Upright drill press—\$360. Power saw 8" round capacity—\$180. Vertical Milling attachment with motor \$180. Good machines, low prices, money back guarantee.

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ONE-HALF PRIVATELY-OWNED ISLAND 15 minutes from Victoria, B.C. 100-130 beautifully wooded acres with orchard, lovely homesite on magnificent protected harbor. Oyster bed on harbor. Telephone and water. Supplies available at store on island. Splendid Sportfishing.

PRICED TO SELL

Phone or write: D. Conover, Wallace Island, Ganges, B.C.

FULL SIZE, cut to shape boat patterns, blueprints. 7½-33 feet. Illustrated "Build a Boat" catalog, 25c (coin). "How to Build Boats" book, \$1.00. PolyWog Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Blueprint Co., Dept. A-PM, Cleveland 13, Ohio.

FLATTIE PLANS, REGISTRATION, BUILDING INSTRUCTIONS, DUES—\$10.00

Send U. S. Funds or inquire of International Flattie Yacht Racing Association, 11111 Aurora Ave., Seattle 33

Engines which don't give your boat satisfactory performance should be replaced with **New Scripps**.

ISLAND FOR SALE

One of the beautiful San Juan island group—known as Cactus Island. Approximately 30 acres well timbered with virgin trees—fresh water, good beach. \$18,000. Phone Logan 8466 or write Jack Schlag, 11839 23rd S. W., Seattle, Washington.

FOR SALE: One pair, Hall-Scott 275 hp Invaders, only used 200 hours. Guaranteed. Not rebuilt or surplus—\$1,500 each, or \$2,500 for the pair. Stephens Bros., Inc., Stockton, California.

CONVERSIONS FOR FORD, MERCURY AND JEEP ENGINES. SEND FOR CATALOG. LEHMAN MANUFACTURING COMPANY, DEPARTMENT F, NEWARK 2, NEW JERSEY.

Brown Island is for sale. 46 acres of primitive beauty, heavily timbered, clam beds and crabbing beaches, in the middle of a 5 square mile all-weather harbor whose only entrance to sea is less than 100 yds. wide and 6 fathoms deep. Government wharf within rowing distance affords walking access to supplies at Whatetown. Look up on your maps, George Harbour, Courtes Island, B.C. **Brown** is in the middle of harbour with deep water on all sides. Full price \$30,000, Canadian, terms if desired. Address Walter Watt, P.O. Box 61, Victoria, B.C.

NEW LOCATION—NEW NAME—MORE STOCK

MARINE BARGAIN CENTER

Small Boat Fenders	3 for \$ 1.00
8" Bronze Boat Hooks	2.25
30 Lb. Light Weight Type Anchor	9.00
7" Light Weight Flywood Dinghies	29.50
1½ hp Boat Sextant	15.00
Complete Gasket Set for Chrysler Royal	5.00

USED MOTORS

Chrysler Royal, 141 HP Direct Drive, Left and Right Rotation,	pair 1,100.00
Chrysler Royal, 141 HP, 2:1 Reduction	600.00
Chrysler Crown, 115 HP, Direct Drive	550.00
6 HP Wisconsin, Air Cooled, Clutch, Shaft & Propeller	125.00

NEW GM DIESEL 4-71 PARTS

12 V. 17 AMP Generators	19.50
12 V. Starters	49.50
32 V Generators	150.00
32 V Starters, Heavy Duty	100.00

Large Stock of New and Used Propellers, Generators, Etc.

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We Buy New and Used Marine Hardware, Equipment, Light Plants, etc.

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SEATTLE 5

Convertible Boat Tops

STOCK SIZES TO FIT OUTBOARDS-INOARDS—Furnishes protection from Hot Sun, Rain or Spray, and is quickly lowered by releasing two strap fastenings. Folds flat either forward or backward when not in use and can be set up in a jiffy. Can be furnished with quick detachable front and side curtains fitted with plastic windows, all easily snapped on from inside the boat, even while under way. Write for circular. RUPERT'S 18405 Aurora Avenue Seattle, Washington

YACHTSMAN'S PARADISE

An Island connected by a causeway and road to Vancouver Island. 26 minutes drive from Nanaimo. A perfect all year anchorage in Boat Harbor. Power, good water, lake frontage and good fishing, fresh and salt. Splendid clean beach. An ideal home or development site in the best of the Gulf Islands. Smaller home sites are also available. Write A. Kendall, Boat Harbor, R.R.1, Ladysmith, B. C.

A REAL BARGAIN

FOR SALE: Established boat business. Sales, service, rentals. Moorage in Pacific Northwest. Easy to operate for family of two or more. Income over \$10,000 year after expenses—more if wanted, as plenty of opportunity for expansion. \$15,000 down. Get in now—prepare for 1951 business. Box 149, PMB, 71 Columbia Street, Seattle.

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 150 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. **STOKES MARINE SUPPLY**, Dept. 11, Coldwater, Michigan.

Engines reaching the worn out stage can be economically replaced with **New Scripps**.

FORD, MERCURY and JEEP

Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osco Motors Corp., 3627-PM Lawrence St., Philadelphia 40, Pa.

FOR SALE

42 ft. cruiser—cypress planked, oak framed, mahogany cabins. Twin Chrysler Crowns, 2:1 motors, Monel shafting, 32 volt generator, radio-telephone. Electric refrigerator, large flame range, sleeps 6. Two heads, ample gas and water capacity. All in perfect condition. Russell Rathbone, 6857—31 N. E., Seattle, Wash. KE 6140.

PLANS & FULL SIZE PATTERNS FOR EDWIN MONK & LORNE GARDEN DESIGN

Dinghys — Sport Fishers — Cruisers — Trollers — Seiners. Send for latest Catalog Sheet. E. H. Thorsen, 18836 37th St. Seattle 88, Wash.

Engines—NEW properly designed, carefully assembled and thoroughly tested like **New Scripps** make a whale of a difference in your comfort afloat.

New 28' Tunnel Stern 18" draft, Gray Marine Engine, Utility boat. Ideal for rivers, lakes and ocean. Write O. Reed, 3222 Congress St., San Diego 1, Calif.

NEW SURPLUS BOAT MATERIALS

Dinghy hoist, 2" davit fittings, rustless, ¾ ton lift, new	\$ 20.00
Blowers, engine room, explosion proof, 4" 6-12 volt	12.00
Pumps, bilge, Navy bulkhead type, brass, 1½" outlet, new	12.00
Tiller cable, bronze, 6-19 x 5/16" 1lb per ft., 6-12 x 7/16" per ft.21
Binnoculars, Jap made, coated lens, all powers	\$38.50 to 43.00
Chrysler Royal new 2:1 reduction W/spare parts	800.00
Curtis OX's air motor, new, 30 H.P. suitable for speed boat	100.00

Many other items, give us your wants.

WASHINGTON K-D BOAT COMPANY

Quent Williams 12 D St. SW

Phone 1575J Auburn, Wa.



TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **ELGIN T. GATES**, formerly of Needles, California, one of the outstanding racers in the West, has moved to Seattle, where he is serving as parts and service manager for the C. W. Jones Company of Seattle, distributors of Mercury outboard motors for Washington and Alaska.

★ **THOMAS B. McMEEKIN** has been appointed sales and service engineer, heavy machinery division, at the San Francisco office of Nordberg Manufacturing Company. His appointment was announced by **R. W. BAYERLEIN**, division vice president. McMeekin will assume the duties of **GEORGE LIENHARD**, who has resigned.

★ **ZINA A. WISE**, president, Griffith Rubber Mills, Portland, Oregon, announces that **J. B. Hickman**, Seattle, has been appointed special representative of the firm in the Puget Sound area. The appointment of Hickman, who is president of the Northwest Marine Industries, Inc., was made to enable Griffith Rubber Mills to give more prompt service to its customers in Northwestern Washington, Wise stated.

★ **M. C. WRIGHT**, president, has announced that the West Coast Engine and Equipment Company, Distributors of General Motors Diesel Engines to the Construction, Industrial, Marine and Petroleum fields in Northern California, will increase their sales and service facilities about April 1 when they move into their newly completed building in Albany, California. The new building is located on Eastshore Highway approximately one mile from the company's former headquarters in Berkeley.

★ **WILLIAM F. LEICESTER**, president of the Chemical Division of The Borden Company, has announced the appointment of **Barton B. Wadsworth** and **Dr. Edward L. Kropa** as divisional vice presidents. **Eugene J. Sullivan**, former assistant sales manager of specialty products, was named sales manager for the Company's line of industrial adhesives.

★ **F. EARL McCUDDY** left Lee McCuddy's Marina at Portland March 3 to open his own business at West



Joe McClearn (right), manager of the yacht and industrial department, International Paint Company, New York, chatted with **Art Fagg, Jr.**, of the International Paint agency in San Pedro while on the final stages of his recent trip to the Pacific Coast. In company with **Chet Owen**, Pacific Coast representative of the division, McClearn called on agency and distributor outlets, including the International Sales Corporation, Seattle; Morse Hardware, Bellingham, Washington; Lee McCuddy's Columbia Marina, Portland, and Englund Marine Supply Co., Astoria and Newport, Oregon.

Kelso, Wash., under the name of Earl McCuddy's Marina. McCuddy purchased the business from **Gail Axtell**, who has operated it for several years and who is forced to give closer attention to other enterprises. McCuddy planned to redecorate and restock the moorage, sales room, and service shop, will continue the Evinrude dealership which was held previously by Axtell. He expects to develop a modern small boat marina at the site, which is one block south of the highway bridge across the Cowlitz river. He will feature fishing boats and motors in addition to the sport and racing types.

★ **JOHN G. RAPP COMPANY**, prominent west coast distributors of boats, outboard motors, gasoline and diesel marine engines and other marine supplies, with offices in San Francisco and Los Angeles has been appointed distributors of the full line of Navicote Marine Finishes including Navicote Copper (S. M.), famous antifouling paint, product of Hart and Burns, Inc., Riverside, California.

★ **JOHN WEIKS** of the Wix Cooler Company, Seattle, announces that the firm has recently combined with Daum Tool & Marine Company and will operate at the latter firm's water-side location at 2900 Westlake North. The Wix Cooler Company now will be able to offer dockside service on Wix and other marine heat exchangers.

★ **RUSS GIBSON, JAMES CHAMBERS**, and **JERRY BRYANT** were elected to the board of trustees of the Northwest Marine Industries at a meeting held March 27 in Seattle.

★ **PAUL S. SHIRLEY** has been appointed Chief Development Engineer, Heavy Machinery Division, **R. W. Bayerlein**, Vice-President, Heavy Machinery Division, Nordberg Manufacturing Company, Milwaukee 7, Wisconsin. Prior to joining Nordberg, Shirley was Chief Research Engineer at Baldwin-Lima-Hamilton.

★ **WALDO J. MORDINI** has been promoted to the position of engine sales supervisor for Caterpillar Tractor Co.'s western sales division, **B. L. Hagglund**, the company's western sales manager, has announced. **J. J. Simko**, for the past six years in charge of western division engine sales, has been promoted to assistant manager, sales engineering division of Caterpillar Tractor Co., with headquarters at Peoria, Illinois.



Build and drive the fastest boats in the world. 3 point Hydroplanes, Runabouts, Inboard and Outboard. With our easy to use plans you save 8% of cost usually required. Be first. Send 25c to **CHAMPION BOATS** for illustrated catalogue. P. O. Box 7006 W-12, Long Beach 7, Calif.

ISLANDS FOR SALE

BEAUTIFUL WOODED BRITISH COLUMBIA GULF ISLANDS. 15 minutes from Victoria. Close to shopping centers. Splendid sport-fishing. As low as \$8500 for 145 acre island with excellent anchorage.

ACT NOW . . . these will go fast.

Phone or write: David Conover, Wallace Island, c/o Ganges, B.C.



FOR SALE OR TRADE

KAY-DEE II all Honduras mahogany, copper riveted hull, 36' x 8'2" x 3', V bottom, solid Teak cabins, New Chrysler Royal 2:1 reduction, fine sea boat, sound, well found, 9 knots cruising—13 tops. \$7000 cash or trade for home or property in N.W. or California.

WASHINGTON K-D BOAT CO.
QUENT WILLIAMS 12 D St. S.W. Auburn, Wn. Phone 1575J

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Auto Engine Works, Inc.	31	Harbor Boat Bldg. Co.	41	Paragon Gear Works, Inc.	7
B. C. Government Travel		Harbor Marine Supply, Inc.	4	Perkins Marine Lamp	28
Bureau	3	Hobson Co., Ltd., B. H.	5	& Howe Co.	1
Bellingham Marine Supply Co.	4	Holler, Paul W.	47	Pettit Paint Co., Inc.	1
Brandlmayr, John	48	Holland Boat Works	41	Photo Electric Pilot Corp.	35
Brummet Hook Co.	38	Howell, Walter C.	48	Portable Light Co. Inc.	31
Bryant's Marine, Inc. 28, 37, 41		International Paint Co.	Outside back cover	Puritan Cordage Mills	32
California Sashfish Co.	32	Jensen, B. F.	48	Radiomarine Corp. of America	9
Capistrano Beach Pier	41	Jules Engine & Equipment Co.	44	Rapp Co., John G.	8
Carlisle & Finch Co.	35	Kahls, H. B. Fred	28	Reinell Boat Works	8
Champion Spark Plug Co.	Inside back cover	Lambie Propeller Co.	3	Scripps Motor Co.	7
Chris-Craft Corp., Engine Div.	5	Lauson Co., The	3	Shain Mfg. Co.	44
Colberg Boat Works	41	Marina Mart, Inc.	4	Shell Oil Co. Inside front cover	
Columbian Bronze Corp.	31	Mercury Boat Co.	41	Shepherd Diesel Marine	8
Construction World	31	Metal Marine Pilot, The	44	Simmerer, E. R.	48
De Fever, Arthur	48	Moffitt, Inc., Lucian Q.	48	Smith, Chas. E.	48
Dole, W. H.	48	Monk, Edwin	48	Smith, Robert A.	48
Eaton, B.	44	Morris, Inc.	44	Sperry Gyroscope Co.	32
Federal Propellers	28	Norgaard & Assoc., L. C.	48	Standard Oil Co. of Calif.	10
Fellows & Stewart	4	Ollar, Ken	44	Stay-Tite Products Co.	43
Fletcher Bay Boat Works	44	Olympic Propeller Co. Inc.	8	Stephens Bros.	8
Fremman, Wood	44	Onan & Sons, D. W.	35	Strickland, Frank E.	48
Fremont Electric Co.	8	Oregon Marine Supply Co.	4	Sutton Mfg. Co.	28
Garden, William	48	Oswald Machine Works	4	Tacoma Marine Supply Co.	41
Geary, L. E.	48	Pacific Fishing & Trading Co.	4	Thomson Machine Works	41
Godfrey Propeller Adjusting Corp.	42	Pacific Marine Supply Co.	4	Universal Motor Co.	35
Harkness Cable Corp.	43	Pacific Tel. & Tel. Co.	32	Weska-Howe-Emerson Co.	41
Hall-Young Co.	4			Western Boat Bldg. Co.	35
				Williamson, Ray	44
				Wilson, Ken	4
				Woolsey Paint & Color Co., C. A.	2

Reliable Welding Awarded Contract for Foss Tug

The Reliable Welding Works, Olympia, Washington, has started work on the construction of a new 72-foot harbor tug for the Foss Launch & Tug Company, Tacoma, Washington. The plans were drawn by H. C. Hanson, Seattle, and the award for the steel construction was given to the Olympia company in February.

H. B. Fred Kuhls Company

The H. B. Fred Kuhls Company, manufacturers of elastic seam composition, marine glues, cements, and preservatives since 1889, have announced that the sales of their products reached a new high in 1950. The plant is located at 65th Street and Third Avenue, Brooklyn 20, New York.

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*Take a good look at this unposed picture and
find a Clue to improve your own boat's performance*

For sheer story-telling impact you can't beat a candid, unretouched picture. It shows Paul Sawyer, engine expert and boat racing driver, sitting in his "Alter Ego" as it arrived at the water's edge last summer just prior to his attempt at a new straightaway mile record for 225 cu. in. Class.

Sawyer seems to be looking at that brand new box of Champions sitting on the deck; the discussion with his mechanic seems to be whether those

new Champions ought to go in or if the Champions already in the engine are still efficient.

Whatever they decided, the fact remains that Paul Sawyer went out and set that new record, and traveled faster than anyone ever had before in a 225 Class boat—115.04 m.p.h.!

Take a tip from the experts who use Champions in vast majority and install them in your own boat this summer for better performance and the assurance

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